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### MAGNIFICENT COLOUR PLATES

HIS MAJESTY KING GEORGE VI. IN  
CORONATION ROBES  
*From the Picture by Albert H. Collings, R.B.A., R.I.*

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THE RECOGNITION  
*From the Painting by Henry C. Brewer, R.I.*

THE CORONATION CEREMONY:  
THE ACT OF CROWNING  
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THE CORONATION CEREMONY:  
THE HOMAGE  
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THE KING'S CORONATION ROBES: THE  
CRIMSON ROBE OF STATE, WITH THE CAP OF  
MAINTENANCE; THE GOLDEN IMPERIAL MANTLE,  
WITH ST. EDWARD'S CROWN; AND THE ROBE OF  
PURPLE VELVET, WITH THE IMPERIAL STATE CROWN  
*From the Paintings by Fortunino Matania, R.I.*

SCENES OF CORONATIONS AT VARIOUS  
PERIODS BEFORE AND SINCE EDWARD THE  
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GENEALOGICAL TABLE OF THE KINGS AND  
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USED FOR THE ACT OF CORONATION; THE AMPULLA  
AND SPOON; THE KING'S ROYAL SCEPTRE; AND THE  
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"HALL-MARKS OF THE BRITISH EMPIRE  
AND OF BRITISH SOVEREIGNTY": THE  
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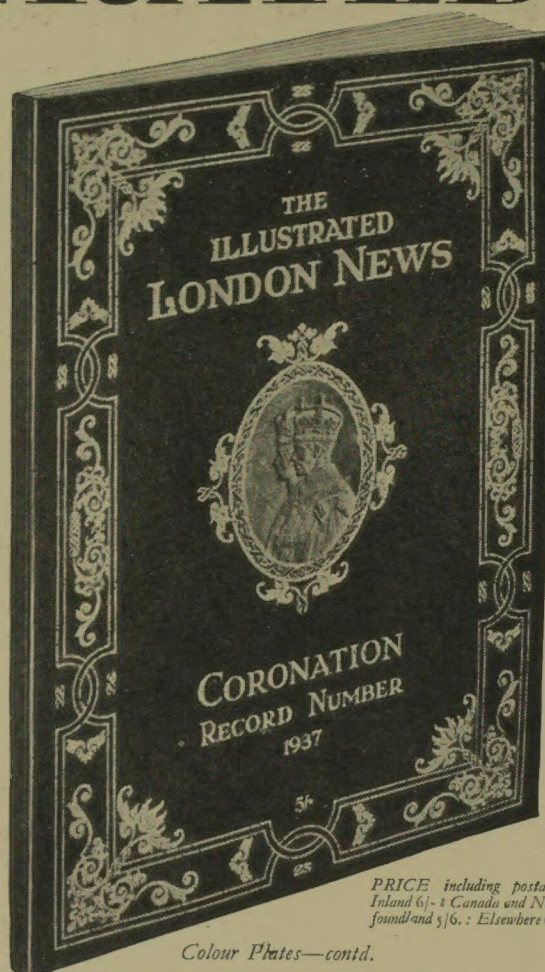
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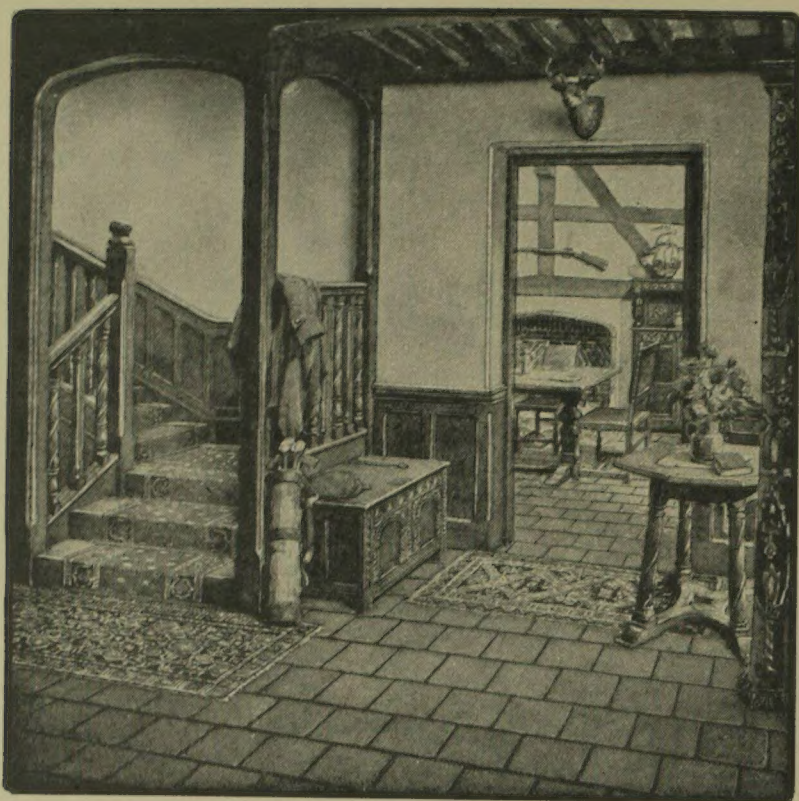
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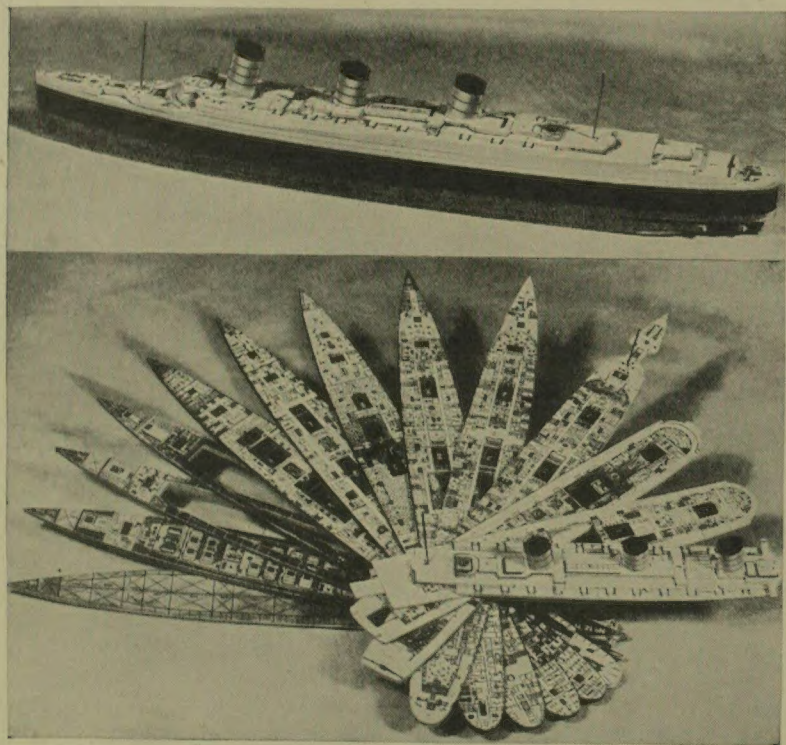
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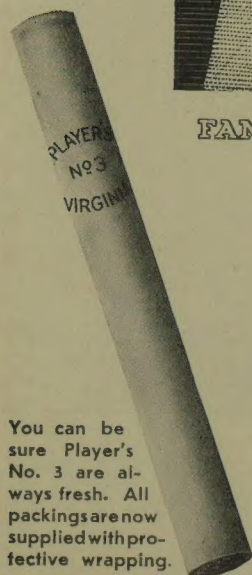


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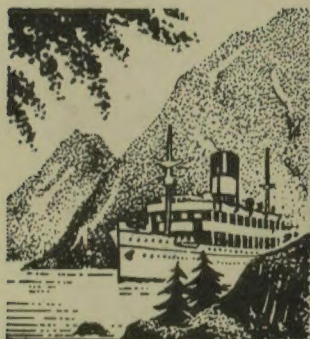
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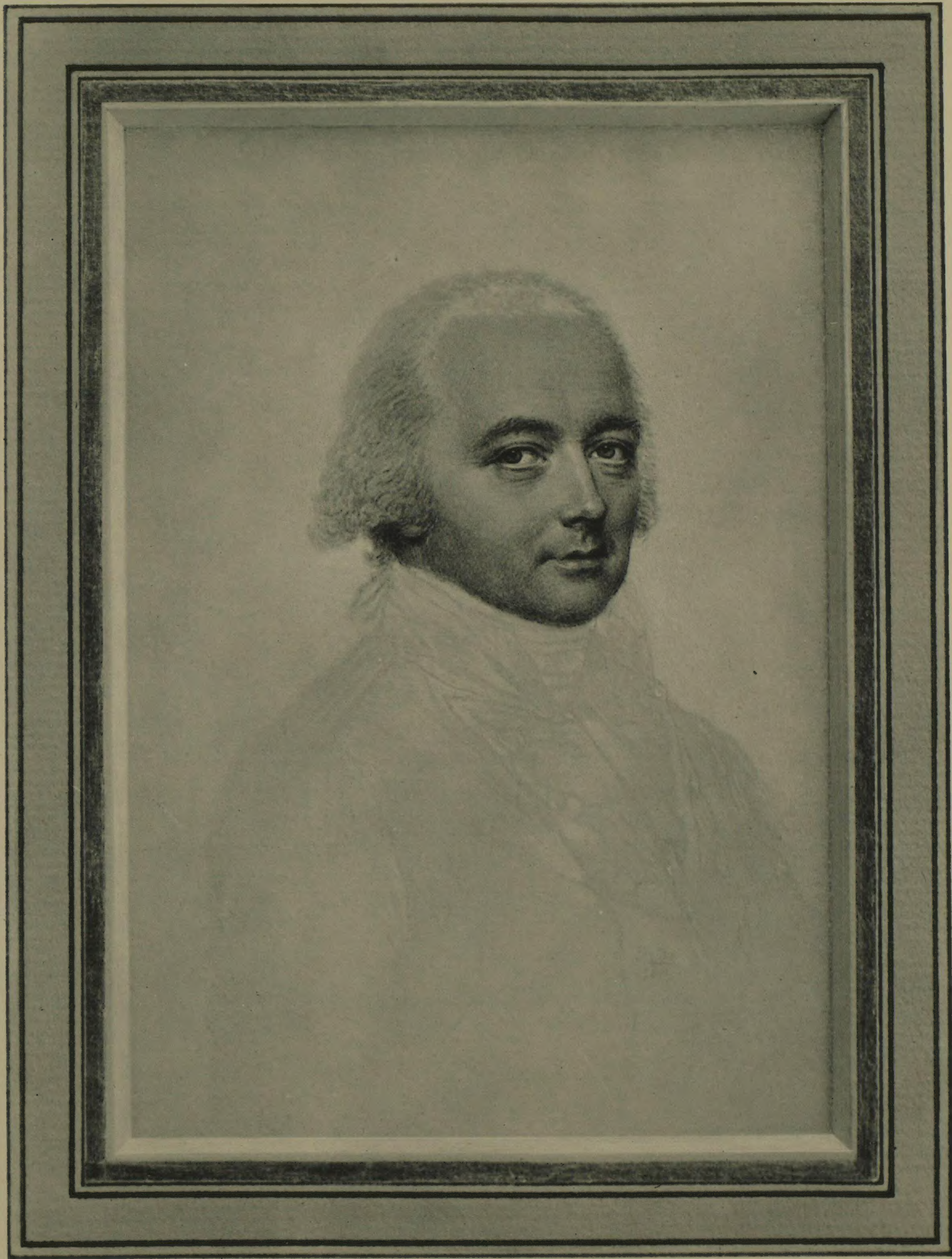
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SATURDAY, MARCH 6, 1937.



**WHAT BLIGH OF THE "BOUNTY" REALLY LOOKED LIKE: A RECENTLY DISCOVERED PORTRAIT  
BY JOHN SMART.—ABOUT DOUBLE SIZE.**

The general idea is that William Bligh was little more than a tyrant whose severity led to the mutiny in the "Bounty" and, later, to his forcible removal from the office of Governor of New South Wales. Actually, he was merely a strict disciplinarian. Cook chose him as sailing master on his second voyage not only for his ability as a navigator and for his courage, but for his excellence as a cartographer.

The portrait here given may be regarded as revelatory; as disclosing the real man. The original—shown for the first time—is in the Masters of Maritime Art Exhibition at Colnaghi's. It was drawn for an engraving in commemoration of the Battle of Camperdown (October 11, 1797), during which Bligh commanded the "Director." It will be reproduced, in colours and actual size, in our next number.

FROM THE ORIGINAL IN THE MASTERS OF MARITIME ART EXHIBITION. (SEE PAGES 406 AND 407.)





By ARTHUR BRYANT.

IT is no doubt a fine thing that Britain should at last be rearming. It is hard to think of anything more likely to cause evil and misery than an unguarded treasure in a camp of covetous men: it exposes human nature to temptations too great for it to resist. In this world there can only be peace when wealth and power are in the same hands. Once let them be divided and an ugly scramble is certain to ensue. It is for the grapes within reach, not for those out of sight, that the beasts fight. So long, for instance, as the temporal power is as firmly maintained as it is in England, no man is likely to covet the works of art in the National Gallery. But abolish the Metropolitan Police Force in the name of human brotherhood, and the steps of the National Gallery would probably run red with the blood of art dealers and collectors. Which would be bad for the dealers and collectors, and still worse for the works of art. For the almost inevitable end of a scramble is the destruction of the thing scrambled for.

For over three centuries Great Britain has been accumulating possessions and wealth by the only means by which possessions and wealth can be acquired. Nations are no more free from avarice than the human beings who comprise them; they are rather more so, being without those mysterious promptings of conscience which occasionally temper the selfishness of the individual man. Indeed, often conscience itself helps to stimulate national self-seeking, since a good man in power may easily persuade himself that whatever seems likely to enhance the national good of the people whom he governs is an act of virtuous trusteeship. A British Empire unarmed is, therefore, a standing temptation to every necessitous nation. To keep it unguarded is like leaving money on the dressing-table of a house whose servants are notoriously in want of it. There are treasures that corrupt others beside themselves. So a Britain rearmed will be a Britain that has ceased to be an incitement to a war of partition, and that at least will be very much to the world's good. For however we came by our possessions, they are infinitely of more use to mankind when peaceably preserved in one strong hand than when snatched and fought for by many weak ones.

We must be realists in a world of realists. But there are one or two other considerations which even realists must take into account. It is right that we should prepare for war in order to remove the temptation of war. But it is not right that we should prepare for war in order to have war. And there is more than a tendency in Britain to-day to talk of our war-like preparations as though they were an inevitable and even rather exciting prelude to war itself. Nor is this tendency confined to those in whom, if popular humour is to be believed, we might have expected it—the Cheltenham Colonels and the crusty Tories of the fighting Right. For the greatest enthusiasts for this new Armageddon—like the last, a war to end war—are the extreme pacifists of a few years ago. These dyed-in-the-wool heroes of Geneva and the Albert Hall look round like Hotspur and ask for blood.

A dozen dead Nazis before their breakfast are a mere nothing to these men of peace. For it would appear that the war that is to come is not to be fought in defence of threatened national interests, but for something far nobler—the cause of collective security. It is to be a crusade, and one in which a rearmed Britain is to play a leading and glorious rôle. An outbreak of hostilities in a remote corner of Europe is to be followed, in the name of human goodwill and reason, by a world war. The misery of a few thousands

war. The methods of its waging and the consequences that arise from it remain exactly the same. The fact that it is being fought in pursuance of the full Covenant of the League of Nations will not make wounds the less painful, drill-sergeants the less domineering, or Generals the less stupid. The latter will still blunder their thousands into eternity: human liberty will still be despised and whittled away, and human art and achievement still wantonly destroyed as part of the righteous work of universal destruction. Those that

take the sword shall perish by the sword, and those that do so for the sake of collective security are likely to prove no exception. For collective security, if it must be fought for by the ordinary methods of war, must also be collective destruction. A world war cannot end in anything else.

It is alike Britain's fortune and misfortune that she cannot to-day engage in a war at all without its becoming a universal war. With interests in every corner of the world, she cannot become embroiled in one part of her dominions without straightway being embroiled in every other. So long as this makes her cautious of entering into a quarrel and forbearing with her many neighbours, this is all to the good and must—always providing that her treasures are adequately safeguarded—advance the cause of human concord. But the moment Britain becomes unduly sensitive, aggressive, or oblivious to the feelings of others, the risk of universal war is immensely aggravated. It therefore behoves her people, as sensible folk who like to be accounted realists, to shun every idle word, written or spoken, that might lead to war or increase the risk of its taking place. For, armed or disarmed, no worse calamity could possibly befall them.

The truth is that the whole interest of Britain is intimately bound up with the continued existence of civilisation. The habits of our people, the trade by which we earn our livelihood, the deepest instincts of our ancient race are founded in that traditional and cultural state of human existence which another world war, waged at the present time, would almost certainly terminate. It only just withstood the shock of the last war: as it was, many parts of Central and Eastern Europe temporarily relapsed into barbarism, and some of them even now have scarcely recovered from it. In 1914, our traditional civilisation was infinitely stronger and better able to withstand a great storm than it is to-day. Yet it is universally agreed that a new world war

would be far more terrible and destructive than the last. The hope of anything worth while surviving it would be negligible. And though in the course of many centuries a new civilisation might, and probably would, arise to take its place, that would be of small consolation to the surviving inhabitants of Britain, to their children or their children's children. As a nation of realists we are right to rearm, but we shall go down to history not as realists but as suicides if we lightly assume that our recovered strength makes a world war any the less a calamity for ourselves and for the rest of mankind.



THE DUKE OF WINDSOR VISITED BY ONE OF HIS BROTHERS FOR THE FIRST TIME SINCE HIS ABDICATION: HIS ROYAL HIGHNESS WITH H.R.H. THE DUKE OF KENT IN VIENNA.

On February 21 the Duke and Duchess of Kent arrived in Munich on a short visit to Count and Countess Toerring. The Duke then travelled to Vienna, where he met his brother, the Duke of Windsor; and visited the Schoenbrunn Palace. Later their Royal Highnesses left for Enzesfeld Castle. The Duke of Kent has accompanied his brother on a skiing expedition to Semmering; and the royal brothers have also enjoyed a tour round Vienna together, visiting the Hofburg Palace, the Spanish Riding School, the Army Museum and the Imperial Habsburg vault below the Capuchin Church. The occasion was the first on which the Duke of Windsor had seen one of his brothers since his abdication.

His sister, the Princess Royal, visited him on February 7.

is to become the misery of millions. I am, of course, well aware that this vast increase in human unhappiness can be eloquently and irrefutably defended by the exponents of a new international morality. But I am not concerned with the idealism of such a doctrine, but with its practical results. And before we commit ourselves on the strength of our new armaments to it, it would be as well to consider what its practical results are likely to be.

For war, whether waged under the banners of international righteousness or mere national greed, is still





DETAIL OF THE FULL-LENGTH PORTRAIT OF HER MAJESTY BY JOHN ST. HELIER LANDER, R.O.I.

The Queen Mother: Her Majesty Queen Mary



This is One of the Twenty-Four Plates in Colour  
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IN

"The Illustrated London News"

## CORONATION RECORD NUMBER

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King George VI. and Queen Elizabeth

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# THE WORLD'S OLDEST MERCHANT-SHIP FIGUREHEAD: "THE GOLDEN CHERUBS"; AND OTHER "LOOK-OUT" CURIOS.



WITH THE FIGUREHEAD OF "THE GOLDEN CHERUBS" IN POSITION ON THE RIGHT: "VALHALLA"—A HALL IN THE "LOOK-OUT" CONTAINING THE FIGUREHEADS OF FAMOUS SHIPS, MODELS, AND MARINE CURIOS.



A SEAFARING BACKGROUND FOR THE TREASURES IN S.S. "LOOK-OUT": THE VIEW ACROSS "BAWLEY BAY" FROM THE BRIDGE; WITH THE "HIGHLAND PRINCESS" PASSING BY.



THE MAIN SALOON OF S.S. "LOOK-OUT": ANOTHER VIEW OF "VALHALLA"; SHOWING, AT THE END, THE LARGEST FIGUREHEAD IN THE COLLECTION—THAT OF "BEDA."



SHOWING "MAUD," THE 100-YEAR-OLD FIGUREHEAD OFF A PLAGUE SHIP FORMERLY AT PLYMOUTH: THE ENTRANCE TO "C" DECK IN S.S. "LOOK-OUT," AT GRAVESEND.



BELIEVED TO BE THE OLDEST MERCHANT-SHIP FIGUREHEAD IN EXISTENCE: "THE GOLDEN CHERUBS" FROM THE CORNISH FRIGATE BUILT AT BUDE IN 1663 AND WRECKED IN 1703.

A London business man who chooses to be known as "Captain John Silver" has recently purchased what is claimed to be the oldest merchant-ship figurehead in the world. It is from a Cornish frigate, "The Golden Cherubs," which was built at Bude in 1663 and owned by Captain Thomas Jacob, a notorious smuggler and wrecker. This ship was wrecked off Tintagel in 1703; but the figurehead was saved and stored in the old municipal building at Bossiney. Later it was removed to the vicarage at Morwenstowe. "Captain Silver" keeps an interesting collection of models and nautical curios in a house on Gravesend waterside. Named

s.s. "Look-Out," it has been converted into a reproduction of a ship, complete with bridge, funnel, wheel, binnacle, and semaphore. Live fish swim past the portholes in specially constructed tanks. The main saloon—called "Valhalla"—has been built on the site of a disused yard. It is this saloon which houses the figureheads of famous windjammers and sailing-craft, among which are "Beda" (ex-"Bertha Marion") of Sunderland, built in 1864, standing over ten feet in height and weighing seven hundredweight, and "Maud," the figurehead of a plague-ship formerly moored at Plymouth. The models are of all types of sailing-ships.





THE RENewed STRUGGLE FOR OVIEDO: ASTURIAN MINERS, WHO CONSTITUTE A LARGE PART OF THE GOVERNMENT FORCES, FIGHTING IN THE SAN LAZARO QUARTER.



TRENCH-WARFARE ROUND OVIEDO: A GOVERNMENT OFFICER IN A FUR-TRIMMED JACKET RECONNOITRING THROUGH A LOOP-HOLE.

## WITH THE HARD-FIGHTING THE FAMOUS "DYNAMITEROS", RIFLEMEN,



OVIEDO, RELIEVED BY THE INSURGENTS LAST YEAR AND NOW AGAIN BELEAGUERED: A GENERAL VIEW SHOWING THE TOWN DOMINATED BY NEIGHBOURING MOUNTAINS.



THE OVIEDO ATTACKERS GO TO GROUND, AS ALL FORCES MUST DO IN THE FACE OF MODERN WEAPONS: A COVERED GOVERNMENT TRENCH.

DESPERATE fighting again broke out round Oviedo, the mining centre in the Asturias, on February 21. The situation was then that the Asturian miners, who had clung to the districts round the city since it was relieved by General Franco's forces early in the winter, tried to create a diversion to draw troops away from Madrid. The Valencia authorities persistently stated that the miners were gaining ground in their attacks. The Government forces were described as fighting with armoured cars through the suburbs. Bomb-throwing figured largely in the house-to-house advance. The La Vega arms factory, on the north-eastern outskirts of the town, was set on fire by incendiary bombs. On February 26 the position (according to reports from Valencia via Bilbao and Gijón) was that some of the surrounding heights were in Government hands, and that a battle had raged all day for the San Lazaro quarter, lying to the south of the inner city, part of which was reported to have

## ASTURIAN MINERS AT OVIEDO: MACHINE-GUNNERS, AND TRENCH-WARFARE.



FIGHTING IN THE OUTSKIRTS OF OVIEDO, NOW CRUMBLING, AFTER PERPETUAL "STRAFES": A GOVERNMENT MACHINE-GUN POST IN THE REMAINS OF A RUINED HOUSE.



THE ASTURIAN MINER AS A SOLDIER: A CHEERFUL REPUBLICAN WEARING A MOORISH JACKET—DOUBTLESS A TROPHY OF WAR.

been taken. Here tanks were used for mopping up machine-gun nests. It was claimed that the insurgents in Oviedo were practically cut off from their own forces to the south. Basque troops were fighting by the side of the Asturian miners with their famous squads of "dynamiteros"; while, on the other side, the insurgents organised their own bombing units. All the reports of Government advances were contradicted by the insurgents. General Aranda, the insurgent commander in Oviedo, issued a denial on February 27 that the attackers had made any material progress, and even stated that at certain points his own men had advanced their positions. At Salamanca, General Franco's headquarters, it was estimated that the Government forces had suffered more than 15,000 casualties in the earlier stages of the fighting, while General Aranda's casualties only amounted to some 3500 dead and several thousand wounded. Later, falls of snow slowed down operations.

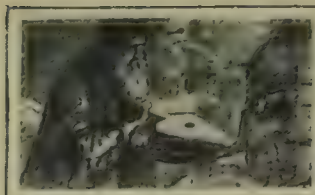


WITH THE FAMOUS DYNAMITE SQUADS FORMED FROM ASTURIAN MINERS AT OVIEDO: LIGHTING THE FUSE OF A CRUDE BOMB WITH A CIGARETTE.



A MINERS' POST IN THEIR DUG-OUT: ARMED WITH WHAT APPEAR TO BE OLD-FASHIONED RIFLES WITHOUT MAGAZINES.





## THE WORLD OF SCIENCE.



### HOUSE-HUNTING, AND SHIFTS FOR A LIVING.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

ALL who have spent a summer holiday by the sea must have seen, and perhaps casually examined, the hermit-crabs crawling about in some rock-pool, with the hinder half of the body ensconced within the shell of a periwinkle or a whelk. But very few, I suspect, ever ask how and why they get there, and of what shape is the rest of the body, tucked away within the shell. Yet here is one of the most striking and interesting examples of those "shifts for a living" which so many creatures seem to have been forced to make. The crab tribe furnish a surprising number of instances of this sort, where life is passed under conditions very different from the rest of their kind. Taken as a whole, the crab tribe, which form the great group known to the zoologist as the crustacea, present a very wide range in the matter of size, for there are giants two feet across the shell and many which need a microscope to see them clearly, while in the matter of shape they present no less diversity. And this has been determined by the kind of life they lead.

Those who have never made a study of the crustacea know little or nothing of the more lowly types of this group, and very little more of crabs and lobsters, which they think of only in terms of something good to eat. These two types are very readily distinguishable by the fact that the lobster has, behind the great head-shield, a number of separate half-rings of stony hardness, terminating in a tail fin. This hinder portion answers to the abdomen, and on its under-surface bears the swimming legs. Now, the crab seems at first sight to have no abdomen. But, as a matter of fact, this is to be found in the movable, triangular flap doubled up under what answers to the great head-shield of the lobster.

Bearing these distinctions in mind, it will not be difficult to grasp the singularities of

form of the body but for the fact that we find earlier stages in this strange transformation in other species of the tribe. One of the most striking of these is found in a hermit-crab discovered years ago in the Andaman Sea at a depth of 155 fathoms. As will be seen in Fig. 2, it has a body

plates on the left side, and three small strap-shaped plates on the other, and these are also hard-shelled. I am trying to find out more of this remarkable creature, and when success has crowned my efforts and I have secured a specimen, I propose to show it here, giving at the same time other curious facts about this remarkable group of crabs which we call the hermit-crabs.

Let me pass now to another most extraordinary crustacean, in no way related to the hermit-crabs, but allied to that amazing creature *Gnathia maxillaris*, which I described recently on this page. This is *Eisothistos vermiformis*, the male of which, at any rate, lives in a tube, like *Polychaetes*, to which I have just referred. In this case, however, it is the empty habitation of one of the serpulid worms, and therefore has but a small bore. It has been suggested that this house has been forcibly evacuated by the drastic process of consuming its occupant piecemeal! However this may be, the new tenant is always found with his head at the bottom of the tube, and his tail, strangely changed in form, projecting as a stopper to the tube-mouth. It has also been suggested that it serves not merely as a stopper, but to look like a portion of the serpula. This, however, is rather a fanciful suggestion, and could hardly serve the purpose of protective resemblance, since the serpula has many enemies. But be this as it may, life in such cramped quarters has brought about a great elongation of the body-segments, and a reduction in the size and form of the legs. The female, shown on the right, is also said to live in such worm-tubes. I can find nothing more than the bare statement that such is the case, and I feel sure that it is not. For when the body of the male is compared with that of the female, very striking differences will be found between the two, not only in the form and number of its segments, but in their greater thickness in the case of the female and the greater number of her legs. Furthermore, her body, it will be noticed, is fringed on each side by long, hair-like structures. The whole shape of the body and the presence of these fringes suggest that the female lives under stones where the bottom is muddy. The apparent "hairs" serve, I believe, as gills. This is the sort of breathing

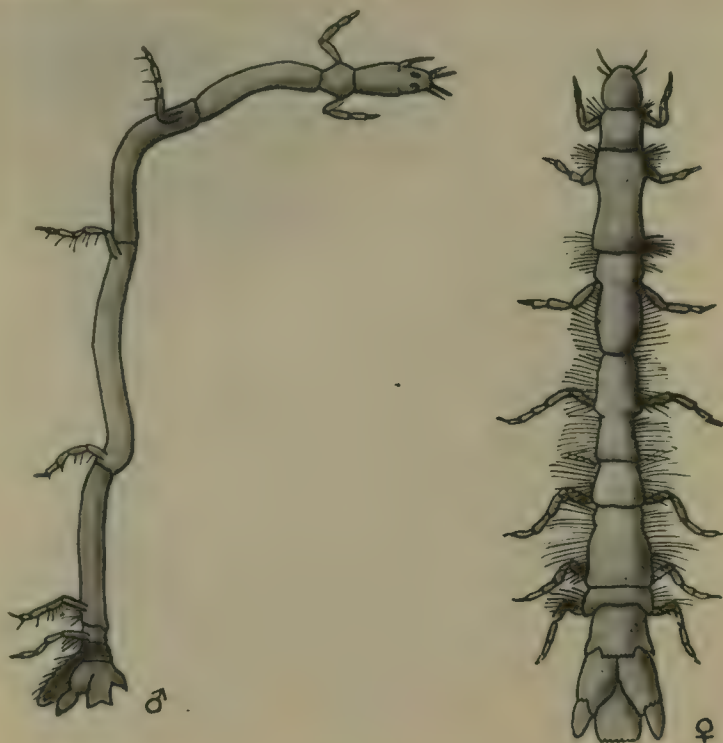


1. A CRUSTACEAN WHICH MAY SOMETIMES BE SEEN "HOUSE-HUNTING" IN ROCK-POOLS ROUND THE COAST OF GREAT BRITAIN: THE HERMIT-CRAB (VIEWED FROM ABOVE); SHOWING THE WELL-DEVELOPED CLAWS AND WALKING LEGS, AND THE SOFT, DEGENERATE ABDOMEN, WHICH IS PROTECTED BY BEING THRUST INTO A WHELK SHELL.

The abdomen of the hermit crab, and the legs which are not used for walking, have degenerated. The abdomen is soft and terminates in a hook, turned to the right, which enables a grip to be taken round the columella of the whelk-shell. Swimmerets are found only on the left side of the body.

as symmetrical as that of a lobster and an abdomen showing similar segments. It lives in tubes furnished by pieces of bamboo which have drifted out to sea and become water-logged. In the upper figure the creature is shown in the occupation of its strange house, only the big claws guarding its entrance being visible. In another species living in the Andaman Sea (*Parapylocheles scorio*), at a depth of 405 fathoms, the body is similarly "lobster-like," but obviously degenerating, since the tail fin is but imperfectly developed. It lives buried in the mud, to escape, we must suppose, hungry fishes and other enemies. This instinctive urge to hide seems to possess nearly all the members of the tribe of hermit-crabs, and the nature of the hiding-place is reflected in the shape of their bodies. The hermit-crab of our rock-pools, as it grows up and gets too big to feel comfortable in the shell it occupies, goes house-hunting, exploring one after another of the empty shells it finds, in each case emerging for a moment to insert its soft, naked body into the new shell, but always keeping a grip on the one from which it has for the moment emerged. And it is generally only after many experiments that one which affords a comfortable fit is found. But how and when did it come to lose the hard, shelly plates of the abdomen, and so make it possible for this to be thrust into empty whelk shells?

But one of the most remarkable, surely, of all the hermit-crabs is *Lithodes maia*, the British stone-crab, for when seen alive it bears not the smallest resemblance to a hermit-crab. For it has a perfectly symmetrical "carapace"—the head-shield of the lobster—but covered with spines, and the possession of this armature made it unnecessary to seek shelter from enemies in deserted tenements or under stones, and so evade the sacrifice of its shell. Turn it over on its back, however, and you will find the abdominal portion taking the form of three more or less fan-shaped



3. AN EXTREME EXAMPLE OF THE DEGENERATION OF A CRUSTACEAN WHICH SPENDS ITS WHOLE LIFE HIDING: THE MALE OF *EISOETHISTOS VERMIFORMIS* (LEFT), WHICH LIVES HEAD DOWNWARDS IN THE STONY TUBES OF THE MARINE WORM, SERPULA.

As will be observed, the female of this species (seen on the right) is totally different from, and apparently far less degenerate than, the male. The explanation of this probably lies in an entirely different and more active mode of life than that of her mate, but the matter is still largely a mystery.

apparatus one would expect to find under such conditions. But the little I have been able to glean on this subject gives me no information, or refers to the habits of the female as like those of the male, which I am very sure they are not. As an example of the profound effect changed habits may have in transforming the shape of the body, *Eisothistos* would be hard to beat.



2. AN EXAMPLE OF A SLIGHT DEGREE OF DEGENERATION IN A CRUSTACEAN WHICH ALSO LIVES IN A "HOUSE," IN A MANNER RECALLING THE HERMIT CRAB; THE BAMBOO-CRAB (BELOW), OF THE ANDAMAN SEA, WHICH INHABITS PIECES OF WATERLOGGED BAMBOO.

This crab (*Polychaetes Niersii*) makes use as habitations of hollow pieces of bamboo which have floated out to sea and sunk to the bottom on becoming waterlogged. The upper illustration shows a piece of bamboo seen end-wise, with only the crab's two claws protruding.

the hermit-crab, which present themselves as soon as it has been withdrawn from the shell. The first thing to attract the attention will be the fact that the body behind the head is smooth and soft, showing the merest traces of separate segments, and degenerate swimmerets along the left side, while the tail-end is curved round to the right and ends in a "hook," which enables a grip to be taken round the columella of the whelk shell to retain the body in position.

It would be difficult to get an insight into the agencies which have brought about this singular change in the



# MIRABILIS BY NAME AND WONDERFUL BY NATURE : THE PLANT *WELWITSCHIA*; OF THE SOUTH-WEST AFRICAN DESERT.

PHOTOGRAPHS BY THE HON. D. G. CONRADIE, ADMINISTRATOR OF SOUTH-WEST AFRICA.



A PLANT WHICH ENJOYS THE SAME PROTECTION AS ROYAL GAME IN SOUTH-WEST AFRICA: A YOUNG MALE *WELWITSCHIA MIRABILIS* IN BLOOM IN THE NAMIB DESERT; SHOWING THE FLOWERS IN THE FORM OF BRANCHED STALKS BEARING CONES.



AN OLD *WELWITSCHIA* IN THE NAMIB DESERT OF SOUTH-WEST AFRICA: A PLANT WHICH PROBABLY HAS A LIFE-SPAN OF OVER A HUNDRED YEARS, THOUGH THERE ARE ESTIMATED TO BE ONLY ABOUT A HUNDRED IN EXISTENCE.



A MALE *WELWITSCHIA*; HAVING SOMEWHAT THE FORM OF A GIGANTIC RADISH TWO TO FOUR FEET IN DIAMETER: AN ADULT PLANT; SHOWING THE LEAVES SPLIT INTO A NUMBER OF NARROW, THONG-LIKE STRIPS.

A CORRESPONDENT furnishes us with an interesting description of the remarkable plant illustrated on this page. He writes: "*Welwitschia mirabilis* is found only in two isolated and restricted areas of the coastal desert region of South-West Africa. An adult plant has somewhat the form of a gigantic radish two to four feet in diameter and terminating in a long tap-root below. The two strap-shaped leaves trail along the ground to a length of ten feet or more, and become split into a number of narrow, thong-like strips. They retain the power of growth at the base throughout the life of the plant, which probably exceeds a hundred years. There is a male *Welwitschia* and a female *Welwitschia*, and their flowers have the form of branched stalks bearing cones, from one to twenty in the female and up to fifty in the male. The female cone is about an inch long and scarlet in colour, the male smaller and more slender. Under the South African game laws, injury to or destruction of the *Welwitschia* renders the culprit liable to the same penalties as for the destruction of royal game—namely, imprisonment with hard labour up to two years and/or a fine of £500. It is estimated that there are only about a hundred *Welwitschia* left in the Namib desert,

[Continued above on right.]

Walvis Bay, and Swakopmund." To which we may add, from the "Encyclopædia Britannica": "*Welwitschia mirabilis* is the only species of this remarkable genus. . . . It is by far the most remarkable member of the Gnetales [a division of the Gymnosperms], not only in its habit but also both in the form of its flowers and the details of its development. . . . The characteristics of the plant accord well with the interesting suggestion that it may represent an 'adult seedling.' Numerous circular pits occur on the concentric ridges of the depressed and wrinkled crown, marking the positions of former inflorescences, new ridges subsequently appearing outside the old ones. . . . Each cone consists of an axis bearing a large number of alternating pairs of overlapping bracts, in the axils of which are the flowers. The staminate flower is enclosed by a perianth of two opposite pairs of bracts, surrounding a ring of six stamens united below but free above and each terminating in a trilobular anther. In the centre of the flower is an abortive ovule, the integument of which projects upwards as a spirally twisted tube with a stigma-like expansion at its apex."



A FEMALE *WELWITSCHIA*; WITH UP TO TWENTY CONES, EACH ABOUT AN INCH LONG AND SCARLET IN COLOUR, LARGER THAN THE CONES OF THE MALE: A PLANT RESTRICTED TO TWO ISOLATED AREAS OF SOUTH-WEST AFRICA.



# LORDS OF THE LAKES AND FORESTS.

BEING AN APPRECIATION OF  
**"THE HONOURABLE COMPANY": By DOUGLAS MacKAY.\***

(PUBLISHED BY CASSELL.)

A PROVINCE of Canada to-day bears the name of Nova Scotia, but in travelling in that Dominion, and in reading its history, one is sometimes tempted to think that it is, in its entirety, a Nova Scotia. A mere Sassenach may be permitted to say, with respect and admiration, that Scotland made Canada; and it certainly made the Hudson's Bay Company. These "Lords of the Lakes and Forests," as Washington Irving called them—and that honourable title belongs both to the Montreals of the North-West Company and to the great pioneer immigrants from the British Isles—have left an extraordinary record of enterprise, daring and tenacity. For a long time that record was somewhat obscure. Assailed on the one hand by powerful competition and on the other hand by political distrust, the Honourable Company was for many years both careless and secretive about its archives, which amounted, literally, to tons of papers. In 1920 the Company took in hand the systematic collation of all this invaluable material. The work still goes on. Now, writes Mr. MacKay, "as orderly scholarship assembles the pattern of the past, the fabric of history appears. Here and there the thread is broken; now and then there is a stain; but it is a whole cloth, woven by the active minds and toiling hands of men, with occasional brilliant strands upon a field of hodge grey. A long and honest piece, and every thread is a story of men and their money, their ships, their guns, their women and children, their furs, their ambitions, failures, their courage and cowardice, all in the service of a great Company." If gain was the chief incentive, the spirit of adventure, the challenge to nature, and the defiance of difficulties were also motives without which this great corporation could not have maintained its extraordinary vitality.

Charles II. may have been a hedonist, but he was also a very shrewd man; and it was an important moment in British colonial history when two intrepid fur-traders, whose exploits were as remarkable as their allegiance was unstable, were brought by certain Lords of the Privy Council before the King. They were Pierre Radisson and the Sieur des Groseilliers (plain "Mr. Gooseberry" to the English), and they had a tale to tell which fired the King's imagination. There was prospect not only of sorely-needed revenue, but of solving that perpetually fascinating mystery of the North-West Passage. In 1670 a charter was granted. It was a document worthy of the occasion, for it contained "nearly seven thousand words of tortured English legal phrases": it granted not only a trade monopoly, but "sweeping imperial powers" over an area of more than a million square miles. The first Governor was Prince Rupert, and his immediate successors were the Duke of York (James II.) and Lord Churchill (the Duke of Marlborough).

The profits on the fur trade were, from the first, steady, if not spectacular, and within twelve years there were, on the shores of James Bay and Hudson Bay, four posts all doing successful business in furs. A small fleet of ships maintained a regular service with England. Then, for more than thirty years, in eighteen of which the Company could pay no dividend, the promising enterprise was menaced and harried by war with France. The Treaty of Utrecht in 1713 gave the Bay to Britain, but it was another five years before the Company recovered its equilibrium.

Meanwhile, there had begun a series of explorations, by adventurous servants of the corporation, which were destined to extend its activities far beyond the shores of Hudson's Bay. Men like Henry Kelsey and Samuel Hearne performed prodigies of endurance in penetrating to the unknown West and far into the Arctic; while at the beginning of the eighteenth century James Knight made a gallant but doomed attempt upon the North-West Passage. The opening-up of the country was no mere by-product of the Company's trade, but was one of the specific objects prescribed by its charter; and soon there were suggestions that this duty had not been discharged with sufficient vigour. The Company, which had increased its capital tenfold since its foundation, and which was drawing steady profits from a strict monopoly, was not without its enemies; and about 1740, a heavy

attack upon it was delivered by one Arthur Dobbs, a splenetic and insatiable controversialist. His principal charges were that the Company had neglected its duty of finding the North-West Passage and of exploring new territory, and had been guilty of maladministration and of ill-treatment of the natives. The charges were examined and rejected by Parliament, but the effect of the controversy was to bring the affairs of the Company in detail before the public and to stimulate it to new efforts. From the middle of the eighteenth century there was a constant thrust inland. The Company's servants proved equal to these new exigencies. "Men came forward who could go native and live and travel among Indians without loss of morale; men who found deep satisfaction in the new and unknown; keen observers and keepers of good journals; surveyors with inquiring, mathematical minds who plotted the contours of the waterways." The story of their achievements is one long, exciting novel. So much adventure and escapade has seldom been crowded into a single area of the world.

Their efforts were all the more necessary because there were now formidable competitors in the field. Quebec fell in 1759; a Canadian people, under the British flag, was born and showed every promise of lusty life. It was not likely that its stalwarts, themselves full of the questing spirit, would long respect the jealous monopoly of the Hudson's Bay Company. So began the epic of the "Master Pedlars" of Montreal. "The lakes and forests will not see their like again. The epic of the Northwesters moves into fur-trade history like a flood released by the British conquest of

Canada. Between 1759 and 1821 . . . these men from Montreal took the continent in their stride; they reached out to the Arctic Ocean; they crossed the Rocky Mountains to build forts on the Pacific coast. Ambitious to the point of avarice and ruthless to the point of lawlessness, their reckless courage and energy brought its own destruction. But it was a magnificent effort for all that." By 1775 these free-lance traders were organised as the North West Company. It produced a series of remarkable pioneers and administrators, chiefly of Scottish stock, of whom Alexander Mackenzie was perhaps the greatest.

It had resounding success, and it quickened the whole tempo of commerce—not wholly to its advantage—

culminated in 1816 in the so-called Seven Oaks Massacre. At Fort Douglas, hard by the place which is now Winnipeg, a party of half-breeds murdered Governor Semple and twenty-one of the Highland settlers whom the idealistic and ill-starred Lord Selkirk had brought out to the Red River.

The murderers never suffered the penalty for their crime, and Lord Selkirk lost his health and wealth in endless litigation; but the horrid affair at Seven Oaks was the beginning of the end of the North West Company. The steadiness and solidity of the old Company gradually took the upper hand, and in 1821 came the union of the two corporations. Thus reorganised and relieved of its chief anxiety, the Company was fortunate in finding another remarkable Scot as its first Governor of the new era. He

was George Simpson, who for thirty-four years was the "Little Emperor" of Canada. Radisson had written of the fur-trading life, in the days before the Company existed: "We wear Cesars, being nobody to contradict us." Simpson might have said the same. A period of great prosperity now began. The capital stock, having stood at £100,000 for a century, rose to £400,000 by 1825, and dividends, never less than 10 per cent., sometimes rose as high as 25 per cent. Another race of pathfinders arose to carry the Company's interests west and north as far as the Yukon. Many of these "Commissioned Gentlemen," now forgotten, far outshone explorers who would occupy columns of the newspapers to-day.

But meanwhile Canada had grown into a nation, and was rapidly verging towards a federal constitution. It was clear that the monopoly and the vast suzerainty of the Company could not co-exist with that political development. In 1857 the Company underwent its second Parliamentary scrutiny. It is interesting to recall that in his evidence before the Committee, Sir George Simpson pooh-poohed the possibility of ever settling and cultivating those prairie lands which are now one of the richest granaries of the world! The Committee paved the way for the passing of the British North America Act in 1867. Two years later, but not before tortuous financial operations had transferred the entire financial interest to a new group, the Company surrendered its monopoly and "released its hold on the great central plains and the Arctic."

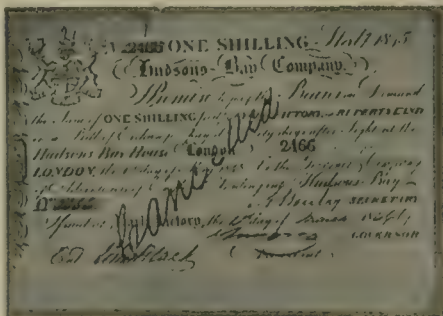
It did not, however, as many had predicted, either collapse or lose its identity. For the second time in its history it successfully adapted itself to entirely new circumstances. Another great administrator arose—it is hardly necessary to mention his nationality—in Donald A. Smith (Lord Strathcona), who saved the employees from the ruin with which they were threatened by financial manipulations, weathered the first Riel Rebellion, and showed himself a financier of genius. During the boom period of Canadian Pacific construction, the Company made immense profits by the sale of land. The fur trade becoming more precarious than formerly, the Company concentrated on the development of those modern general stores which are now one of its most valuable assets (valued at 27 million dollars). During the Great War, it conducted huge transport enterprises for the French Government. Another land boom followed in 1918 and 1919.

The present constitution and operations of the Company are well described by Mr. MacKay in his concluding pages. If it be true, as Sydney Smith said, that a corporation "has neither a body to kick nor a soul to damn," the reader of this

interesting and well-constructed volume will feel that at least a corporation may have an extraordinary degree of unquenchable vitality.

The Hudson's Bay Company is more than a great and venerable commercial enterprise; it is a piece of British history and a stirring chapter in the romance of human endeavour. There is, so far as we know, nothing exactly like it in the world.

C. K. A.



TYPICAL OF HUDSON'S BAY COMPANY CURRENCY IN CIRCULATION DURING THE MIDDLE YEARS OF THE NINETEENTH CENTURY: A ONE-SHILLING NOTE ISSUED IN 1845.

Illustrations on this page reproduced from "The Honourable Company." By Douglas MacKay. By Courtesy of the Publishers, Messrs. Cassell.



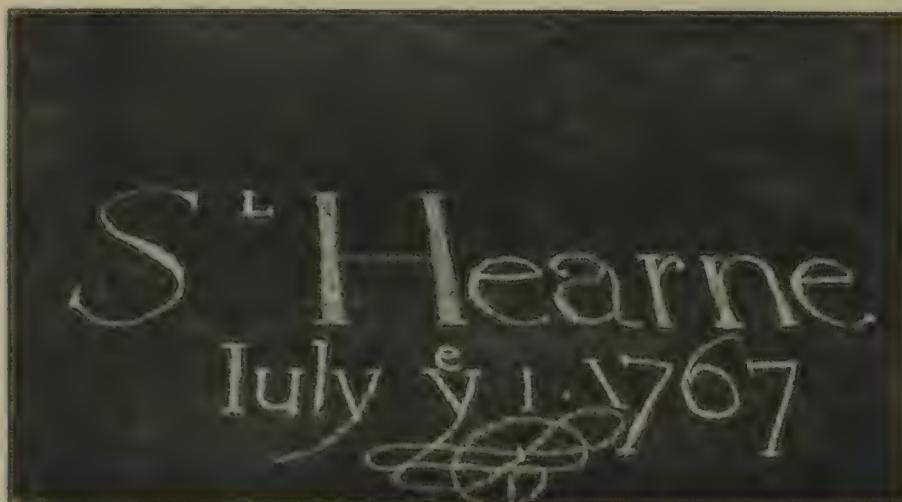
"MADE BEAVER" COINS OF BRASS: CURRENCY USED IN THE FUR TRADE WITH NORTH AMERICAN INDIANS, AND ISSUED IN DENOMINATIONS OF ONE, ONE HALF, AND ONE QUARTER—DISCONTINUED ABOUT 1910.



GOLD MEDALS WORN BY MEMBERS OF THE BEAVER CLUB OF MONTREAL, EACH BEARING THE DATE OF THE MEMBER'S FIRST VISIT TO THE INDIAN COUNTRY: EXAMPLES THAT BELONGED TO JAMES MCGILL, THE POSTHUMOUS FOUNDER OF MCGILL UNIVERSITY.

"In Montreal the full-blooded lives of these men (members of the North-West Company) found outlet in the Beaver Club, whose hospitality was famous. The Club was founded in 1785 with 19 members, who qualified by having wintered in the north-west. Later the membership numbered 55. . . . Members wore large gold medals on club nights."

prairie lands which are now one of the richest granaries of the world! The Committee paved the way for the passing of the British North America Act in 1867. Two years later, but not before tortuous financial operations had transferred the entire financial interest to a new group, the Company surrendered its monopoly and "released its hold on the great central plains and the Arctic."



COMMEMORATING AN ADVENTUROUS EIGHTEENTH-CENTURY EXPLORER AND TRADER FOR THE HUDSON'S BAY COMPANY: SAMUEL HEARNE'S NAME CARVED IN STONE AT FORT PRINCE OF WALES, CHURCHILL, MANITOBA.

Samuel Hearne was a Somerset man, who started life in the Navy. In 1766 he entered the Hudson's Bay Company's service as mate of a whaler. "His record as a fur trader [we read] included one of the most effective pieces of exploration in his century. . . . Hearne's book ["A Journey from Prince of Wales's Fort in Hudson's Bay to the Northern Ocean," 1795] is one of the greatest in the library of northern travel." In 1782, while commanding the fort with 39 men, and unaware of war in Europe, he was attacked by an overwhelming French force, and had to surrender. The French sacked and burnt the fort. Hearne returned to England in 1787 and died in 1792.

in a field of inexhaustible wealth. "History and fiction have justly given at this period the front of the stage to the Northwesters. There was moneyed success and splendid arrogance about their half-century; a pace was set which the older company could not quite pass, and which they themselves could not maintain indefinitely." Warfare, not only mercantile but physical, with the Hudson's Bay Company was open and unrelenting. It

\* "The Honourable Company." A History of the Hudson's Bay Company. By Douglas MacKay. With forty-eight Half-tone Illustrations and thirteen Maps by R. H. H. Macaulay. (Cassell and Co.; 15s.)



# MASSSED IN LIFE AND IN DEATH: RIVER-HOMES AND GRAVES IN CHINA.

CHINA, with a population of 420,000,000—the largest in the world—is pre-eminently the land of masses. The traveller cannot fail to notice the multitude of people and things as he wanders through the over-populated towns; but the density is even more evident to an aerial observer. For instance, the close packing of the craft used as river-homes by the Chinese on the Chu-kiang (the Pearl River) at Canton can only be realised from the air. In these boats Chinese live and die; gaining a livelihood by rearing poultry and trading for the necessities of life with small boats which come out to them, and seldom going ashore. Another and more mournful aspect of the massing instinct is found at Lanchou-fu, the capital of the Province of Kansu, which has some 100,000 inhabitants and has occupied an important position for centuries. Its dead are buried in the fields outside the city according to custom, but, as it lies in the narrow valley of the Hwang-ho, all the fields have gradually become graveyards. There is, in consequence, a shortage of arable land.

PHOTOGRAPHS BY C. D. WU.



THE MASSED LIVING: AN AERIAL VIEW OF THE JUNKS AND SAMPANS USED AS RIVER-HOMES AT CANTON, ON THE PEARL RIVER; CROWDED CRAFT IN WHICH THOUSANDS OF CHINESE, WHO SELDOM VISIT THE SHORE, ARE BORN AND DIE.



THE MASSED DEAD: THE FIELDS AROUND LANCHOU-FU, IN THE PROVINCE OF KANSU, WHICH HAVE BEEN USED AS THE CITY'S BURIAL GROUND FOR CENTURIES AND PRESENT TO THE EYE OF AN AERIAL OBSERVER AN AWE-INSPIRING VISION OF ENDLESS ROWS OF GRAVE-MOUNDS.



# BOOKS OF THE DAY.

ANYONE who talks like a book or a leading article is generally considered pedantic by ordinary people, and this feeling marks the difference between the language of literature and the language of conversation. Apart from novels and plays, or incidental dialogue in works of travel and reminiscence, the free-and-easy character of everyday speech, with its countless words and expressions rejected by standard lexicographers, is debarré from formal writing. As a rule, moreover, it is the purist and the stickler for "the correct thing" who compiles works of reference designed to instruct us in the use of our mother tongue. The tables are turned, however, in a portly tome entitled "A DICTIONARY OF SLANG AND UNCONVENTIONAL ENGLISH." Slang—including the language of the underworld; Colloquialisms and Catch-Phrases; Solecisms and Catachreses; Nicknames; Vulgarisms; and such Americanisms as have been naturalised. By Eric Partridge (Routledge; 42s.).

Mr. Partridge has given many years to exploring the byways of our language, as already indicated by his previous book, "Slang To-day and Yesterday." The present volume, a work of immense erudition, is his culminating achievement. He offers it as "a humble companion to the monumental *Oxford English Dictionary*," and hopes that it will be of interest to word-lovers, and useful also to "the general as well as the cultured reader, to the scholar and the linguist, to the foreigner and the American. . . . In short," he adds, "the field is of all English other than standard and other than dialectal." It should, perhaps, be mentioned for the benefit of teachers and parents that the work includes, in the category of "vulgarisms," a slight element which is not exactly "milk for babes."

In the vast extent of research which it represents, Mr. Partridge's work is indeed a *magnum opus* and an amazing production for a one-man show. In this connection, I need not apologise for using a colloquialism, especially as I find that he does not record it, or the kindred phrase, "a bad show," presumably considering them quite classical observations. There is, however, an entry under the word "show" by itself, and among the authorities for its popular modern use is quoted a sentence from Rider Haggard in the 1888 Summer Number of *The Illustrated London News*. Even a casual glance through Mr. Partridge's 1000-odd pages indicates the immense variety of his sources, representing not only British usage, but that of the Empire generally, besides America. Many instances come from slang peculiar to well-known schools. At Uppingham, for instance, I was familiar with the expression "bully up," but I did not know that we had the distinction of inventing it. The author's investigations also cover a long period of time, ranging from the fifteenth century to the present day.

Slang is a floating, evanescent thing that constantly changes, and to be absolutely up-to-date in recording it must be impossible. As it is, Mr. Partridge has had to give considerable *addenda*, which, as time goes on, he will probably expand. The slang-coiner—that very elusive individual—is continually adapting to his frivolous purposes words and phrases formerly venerable. Even Shakespeare, I believe, is not immune. I have said enough, perhaps, to make it clear that, for those who love to ramble among the recondite origins and colloquial uses of words, this Dictionary will afford endless fascination. It seems to be remarkably comprehensive, and it will be indispensable to all the literary fraternity.

At the opposite pole to slang is the standard English of the higher journalism, which is exemplified at its best, for over a century, in "HISTORY THROUGH 'THE TIMES'." A Collection of Leading Articles on Important Events, 1800-1937. Selected by Sir James Marchant. With Introduction by Geoffrey Dawson, Editor of *The Times* (Cassell; 8s. 6d.). As a diligent student of that august paper for some thirty years, I find this anthology of memorable leaders particularly interesting. Journalism has been called "literature in a hurry," and some might term it "history in a hurry." Here, however, there is no sign of undignified haste. The articles reprinted (133 in all) are each an expression of the best-informed opinion of the day, and a summary of current events. They were chosen not by anyone on the staff of *The Times*, but by an eminent

reader, and deal with famous personages, turning-points in public affairs—political, social or scientific—and great national crises, from the Napoleonic Wars to that of 1914-18. Practically all the articles are prefaced by a short historical note filling in the general background. The present editor of *The Times* tells us that all its leaders have always been anonymous, because few are the work of one mind. "It is probably true," he says, "that no single leading article has ever appeared in *The Times* until several members of the staff have had the opportunity of scrutinising it, and nothing provides them with greater amusement than the constant attempts that are made, both at home and abroad, to ascribe this or that contribution to the bias of some particular writer."

The concluding article relates to the Anglo-Italian Agreement of Jan. 2 last, touching discreetly on Abyssinia. Recent occurrences in that country, such as the bomb attack on the Italian Viceroy, Marshal Graziani, and continued sporadic fighting, have brought it once more into prominence. *The Times* leader above mentioned declares that "the Rome Agreement buries the past," and the prefatory note suggests that it marked a revival of "the long-standing friendship between England and Italy." British sympathy with Italian national ambitions seventy-six years ago is expressed in an earlier *Times* leader, of Feb. 25, 1861, which said: "We cordially hail the restoration to the European family of a nation celebrated in arts and arms, and destined by its geographical position, no less than by its various and enterprising genius, to rival us in many of the pursuits of commerce and manufacture. Italy cannot be more great and prosperous than we wish to see her."

Any action likely to disturb the reconciliation

In his concluding chapter Major Newman estimates the effects of the campaign (by no means, he remarks, a "walk-over" for Italy) on Africa and Europe. With reference to its consequences for our own country he urges, in conclusion, the need of Anglo-Italian co-operation. "By restoring our good relations," he says, "with our traditional friend and ally, we can not only further our mutual interests, but also make a most significant contribution to the peace of Europe and the stability of our Empire." One matter in which British and Italian interests now coincide is emphasised by Sir Arnold Wilson, who writes: "For the first time in history the free passage of ships through the [Suez] Canal, in war as well as in peace, has become a matter of vital importance to another great Power besides ourselves. . . . I believe that the year 1937 will see a growth in the sense of security in the Mediterranean and, perhaps, in a wider sphere, and I cordially endorse Major Polson Newman's desire for a policy of active co-operation, commercial and cultural, political and strategic, between Britain and Italy, by land and sea and in the air."

Signor Mussolini's revival of Roman imperialism and his archaeological enterprises in Rome—the latest of which is the projected recovery of the Altar of Peace (dedicated to Augustus in B.C. 9, on his return from the pacification of Gaul and Spain)—doubtless inspired the many new studies of Roman antiquity. One such volume—in which the consecration of the aforesaid *ara pacis* (altar of peace) is duly recorded—is "AUGUSTUS CÆSAR." By Bernard M. Allen, M.A. (Oxon), LL.D. (Toronto). With Portrait Frontispiece and Genealogical Table (Macmillan; 8s. 6d.). This compact biography, at once scholarly and adapted for popular reading, is particularly opportune in view of the coming bi-millenary of Augustus (the 2000th anniversary of his birth), to be celebrated in Italy during the year beginning next September. The Duce intends the excavations in Rome to

be completed in time for the occasion. Mr. Allen quotes a detailed description of the historic altar from Mrs. E. Strong's book "Art in Ancient Rome."

One of the fine sculptures already detached in former times from the Altar of Peace is among the numerous and interesting illustrations in another biographical work closely linked with the life of Augustus, namely, "MARC ANTONY." His World and His Contemporaries. By Jack Lindsay. Illustrated (Routledge; 15s.). The author of this somewhat unconventional but lively and picturesque study of the most spectacular among Cleopatra's lovers has written a good many previous books on ancient Rome, and may be presumed to have made himself familiar with the facts, but I confess I do not care much for the sensational tone of some passages. The author occasionally uses terms not unsuitable for inclusion in Mr. Partridge's dictionary.

More dignified in treatment is another volume on the period and covering, in part, the same historical ground, namely, "MARCUS AGRIPPA." Organiser of Victory. By F. A. Wright. Formerly Professor of Classics in the University of London. Illustrated (Routledge; 10s. 6d.). It was Agrippa who defeated Antony and Cleopatra in the great naval battle at Actium, and thus gave his friend Augustus control of the Mediterranean world. Agrippa originated the Roman navy and largely organised the Roman Empire for Augustus, whose daughter he married. His character recalls what Shakespeare makes Antony say of Brutus: "This was the noblest Roman of them all." In the author's concluding words: "Agrippa's best memorial was the example he set to coming generations of unselfish devotion to the state. He was proud to be the servant, not so much of Augustus, but of the Divinity of Rome, whose earthly representative was the Princeps. He was also largely responsible for the *Pax Romana*, which gave the European world for two centuries the longest period of peace and prosperity that it has ever enjoyed." In this respect, at least, it is to be hoped that history may repeat itself!

C. E. B.



THE MASTERPIECE OF THE WEEK AT THE VICTORIA AND ALBERT MUSEUM: A "HEAVENLY MUSICIAN" IN SANDSTONE, FROM A JAIN TEMPLE IN WESTERN INDIA (LATE TENTH CENTURY).

This little flute-player once formed the bracket beneath the capital of a pilaster. Heavenly-musicians (*Gandharvas*) play an important part in Indian mythology, as the singers and instrumentalists of Indra's heaven. They and their consorts, the *Apsaras*, are represented at Ajanta and Badami, not usually with any instrument, but (if any) with a harp. The flute is the commonest instrument of the Indian countryside and has a large repertoire of folk music. It is associated with Krishna, but not, it would seem, with the classical musical tradition.

with Italy would get no support from the author of "ITALY'S CONQUEST OF ABYSSINIA." By Major E. W. Polson Newman. Preface by Lieut.-Col. Sir Arnold Wilson, M.P. With Illustrations and Maps (Thornton Butterworth; 12s. 6d.). Major Newman does not accept the theory, officially propounded at Geneva, that the Italian invasion of Ethiopia was an act of unprovoked aggression. British people pride themselves on fair play to both sides, and those disposed to condemn Italy out of hand will perhaps modify their views after perusal of this volume. Although mainly a military history of the campaign, it discusses also the causes of the war and its effects on international relations. Major Newman writes with personal knowledge of Abyssinia, for he was in

Addis Ababa "at a time when the Emperor Haile Selassie was concentrating his whole attention on the future prospects of his 'country' under conditions of great difficulty and danger." He obtained a personal audience with the Emperor, to whom he submitted certain suggestions for a settlement, and the Emperor's point of view is impartially stated. At the same time Major Newman says: "Although Italy has been accused of a violation of the League Covenant, very little attention has yet been given to Abyssinia's continued failure to carry out her own obligations as a member of the League, either as regards slavery or the fulfilment of treaties."



AN UNRECORDED RAEBURN BROUGHT TO LIGHT: A PORTRAIT OF JOHN RENNIE, THE ARCHITECT OF WATERLOO BRIDGE. This portrait of John Rennie (1761-1826), the famous architect, by Sir Henry Raeburn, R.A. (1756-1823), came to light recently in the possession of Mrs. Josephine Bedingfield, of Redbourn, Herts. It was painted for her ancestor, Mr. Paterson, Rennie's most intimate friend. Two other portraits of Rennie by Raeburn were already known. One was sold in 1922 for £525.



# AIR AND SEA NEWS: A TRANSATLANTIC SERVICE; THE NAVY "SHELLED."



THE OPENING-UP OF THE BERMUDA-NEW YORK SECTION OF THE TRANSATLANTIC AIR SERVICE: THE IMPERIAL AIRWAYS FLYING-BOAT "CAVALIER" OUTSIDE HER HANGAR AT BERMUDA, WHENCE SHE WILL BEGIN FLIGHTS TO THE U.S.

THE IMPERIAL AIRWAYS FLYING-BOAT BASE AT BERMUDA: A VIEW OF THE HANGAR ON DARRELL'S ISLAND, WHENCE THE "CAVALIER" RECENTLY MADE A SUCCESSFUL TRIAL FLIGHT ROUND THE ISLANDS.

Step by step, the establishment of a Transatlantic air service comes closer. On February 21 (as noted in our last issue) the "Cambria," one of Imperial Airways new 20-ton flying-boats, made a circuit round Britain, an easy feat for her. The principal object of her flight was to try out radio connections. Previously, her sister-ship, the "Caledonia," had flown non-stop from Southampton to Alexandria. Although either of these long-range flying-boats could fly the

Atlantic against any normal headwind, they are, strictly speaking, only test machines for the accumulation of data about Atlantic operations. Meanwhile, another of the same class of flying-boat, the "Cavalier," made a test flight round Bermuda (whither she was shipped to be assembled) on February 19 with complete success. She is destined to take part in the opening-up of the Bermuda-New York service.



THE NEW TRANSATLANTIC AIR BASE ON THE SHANNON, WHERE THE FLYING-BOAT "CAMBRIA" RECENTLY CARRIED OUT A NUMBER OF WIRELESS TESTS: A GENERAL VIEW OF THE RIVER MOUTH; SHOWING FOYNES ISLAND (THE FUTURE BASE) ON THE LEFT, AND RYNANNA, WHERE THE WIRELESS STATION IS BEING EQUIPPED, IN THE DISTANCE. A number of flying-boat tests over the Atlantic are to be made in connection with the projected Transatlantic service. These involve a series of flights out to sea for a specified distance from the Shannon Airport. The Rynanna base, at the mouth of the Shannon, is to be the eastern terminal of the Ireland-Newfoundland route. The long-range flying-boat, "Cambria," recently proceeded to the Shannon base. On February 27, however, there was a slight mishap, when she collided with a launch, which it was thought might interfere with test-flights.



A BRITISH BATTLESHIP STRUCK BY A SHELL IN SPANISH WATERS: THE "ROYAL OAK," IN WHICH SOME OFFICERS WERE INJURED WHEN AN ANTI-AIRCRAFT PROJECTILE FELL ON THE QUARTER-DECK, DURING AN AIR RAID ON VALENCIA.

Another British warship was damaged in Spanish waters when a shell from a Government anti-aircraft battery exploded on the battleship "Royal Oak", during an air raid at Valencia. Captain T. B. Drew, who was in command, and three other officers were injured. It was entirely by accident that the shell fell on the battleship. It burst on the quarter-deck, where the injured officers were standing. Their wounds, due to flying splinters, were described as being superficial.

It will be recalled that the "Royal Oak" was bombed by Government aeroplanes while under way off Europa Point, Gibraltar, in mistake for an insurgent cruiser, early in February. To prevent the recurrence of such incidents, British warships in the Mediterranean are being painted with distinguishing markings, as illustrated in our issue of February 27. The Spanish Government subsequently expressed its sympathy and concern for the mishap to the "Royal Oak" at Valencia.



# UNKNOWN TRIBES DISCOVERED IN PAPUA : DANDIES AND PIPE-SMOKERS OF "STONE-AGE" SOCIETIES.



AMONG THE UNKNOWN TRIBES OF CENTRAL PAPUA DISCOVERED BY MR. CHAMPION'S PATROL : A MAN OF THE MENDI VALLEY.



ANOTHER EXAMPLE OF THE ORNAMENTS WORN IN THE MENDI VALLEY : A MAN WITH A BLEACHED LEAF OVER HIS WIG.



ONE OF THE EXPEDITION'S MOST TRUSTY GUIDES FACES THE CAMERA WITH A GRIN : MEN OF THE WAGE VALLEY.



A KARIMIUM DANDY ; WITH CASSOWARY-PLUME HEAD-DRESS ; BIRDS' FEATHERS THROUGH HIS NOSE ; AND PAINTED WITH OCHRE.



KARIMIUM MEN : A GROUP BRINGING FOOD TO THE CAMP ; INCLUDING A MAN SMOKING HOME-GROWN TOBACCO IN A BAMBOO PIPE.



A MAN OF THE TIVE PLATEAU ; CASSOWARY PLUMES AND A BLEACHED LEAF ON HIS HEAD, AND A PIG TUSK THROUGH HIS NOSE.



A MOUNTAIN MAN FROM THE UPPER KIKORI ; WEARING A WIG OF HUMAN HAIR ADORNED WITH BACHELOR'S-BUTTON FLOWERS.



MEN OF LAKE KUTUBU : SOME VISITORS TO THE EXPLORERS' CAMP WHO CAME TO EXCHANGE SAGO FOR WHITE BEADS.



AN OLD WOMAN OF WASEMI ISLAND : ONE OF THE FEW MEMBERS OF HER SEX NOT TOO SHY TO FACE THE CAMERA.

In a remarkable seven months' patrol expedition from the Bamu to the Purari Rivers, in Central Papua, Mr. Ivan Champion discovered a number of hitherto unknown primitive tribes of great anthropological interest. A descriptive article by Mr. Champion himself appears on page 390. The Mendi Valley men in the above illustrations wear wigs of human hair. The Karimiu dandy in the

fourth illustration wears cassowary plumes on his head, and cowrie shells across his forehead. Through his nose is a pig tusk. The nasal alæ are also pierced and bright-coloured birds' feathers inserted. The face is painted red with ochre. The Karimiu are described as the heaviest smokers seen on the patrol. They grow tobacco round their villages.—[PHOTOGRAPHS BY IVAN CHAMPION.]



# UNKNOWN TRIBES DISCOVERED IN PAPUA: FRIENDLY, ELOQUENT HOSTS.

PHOTOGRAPHS BY IVAN CHAMPION.



ONE OF THE UNKNOWN TRIBES DISCOVERED BY MR. CHAMPION'S PATROL IN CENTRAL PAPUA: MEN OF WASEMI ISLAND (LAKE KUTUBU) TALKING TO ONE OF THE PATROL'S NATIVE CONSTABLES.



IN THE REMOTE UNEXPLORED HINTERLAND OF PAPUA: CHEERFUL, STALWART HIGHLANDERS OF THE KAGOLI VALLEY (A TRIBUTARY OF THE PURARI RIVER) DWELLING NEAR THE BORDER OF THE NEW GUINEA MANDATE.



ORATORY IN THE MENDI VALLEY: THE CROWD LISTENING WITH KEEN ATTENTION TO ONE OF MANY SPEECHES DELIVERED WITH GREAT WARMTH AND FLUENCY OUTSIDE THE EXPLORERS' CAMP.



FRIENDLY RELATIONS BETWEEN TRIBES IN CENTRAL PAPUA WHERE NO HOSTILITY WAS ENCOUNTERED BY THE PATROL: A VISITOR (CENTRE) TO WASEMI ISLAND FROM THE GRASS VALLEYS OF THE CENTRAL PLATEAUX, WITH HIS HOSTS.



HIGHLANDERS OF TUGIRI VILLAGE AT THE SOUTH END OF LAKE KUTUBU: A GROUP WEARING THEIR BEST CLOTHES, THE MAN ON THE RIGHT HAVING A HEAD-DRESS OF CASSOWARY PLUMES AND COWRIE SHELLS.

It is a remarkable fact that in the course of his long seven months' patrol between the Bamu and the Purari Rivers, in Central Papua, through some of the wildest and most remote country in the world, Mr. Champion encountered virtually no hostility from the natives, and not a single shot was fired at a human being. The constable who is seen on the left of the first illustration on this page is Katue, whose amazing escape from drowning, after he had courageously volunteered to swim the swollen Hegigio River, is described by Mr. Champion in his article on

page 390. In the Mendi valley the display of oratorical powers by the natives was one of the things which chiefly impressed the explorers. In the centre illustration, a crowd is seen listening to one of these lengthy speeches, delivered outside the camp. Any interruption of the flow of eloquence met with deep disapproval from the audience. Unfortunately, these gems of oratory were entirely wasted on the white visitors, who could not understand a single word, and will never know whether they were being extolled or denounced!



## UNKNOWN TRIBES DISCOVERED IN CENTRAL PAPUA :

THE ACHIEVEMENTS OF THE BAMU-PURARI PATROL, WHICH FOUND WELL-ORGANISED PRIMITIVE PEOPLES LIVING A "STONE-AGE" LIFE.

By IVAN CHAMPION; Author of "Across New Guinea from the Fly to the Sepik."  
(See Illustrations on pages 388, 389, 391 and 392.)

Mr. Ivan Champion, already well known for his work among the Papuan natives, recently completed a long journey through the highlands of the hinterland of Central Papua, penetrating a number of regions previously untrodden by white men. He and his patrol had been lost for seven months when they finally re-emerged on the Purari River, and search-parties were preparing to go out after them. An outline of the store of information of the highest scientific value which they obtained is presented in the article on this page and in the photographs on pages 388, 389, 391 and 392. It is safe to say that their discoveries rival those of Mr. Hides (who spent eight months in the interior in 1935), which were fully illustrated in our issues of May 2, 1936, and May 30, 1936. Mr. Champion, like Mr. Hides, is an Assistant Resident Magistrate.

THE object of this patrol was to cross from the Bamu or Wawoi River in 142 degrees, 36 minutes east longitude to the Purari River in 145 degrees east longitude. In 1935 Messrs. Hides and O'Malley, of the Papuan Service, had crossed from the Strickland River to the Erewa

overland on skidways, and we went for another fifteen miles in them until further progress was blocked by a

of 120 ft. It was an imposing sight, with the dense spray rising like steam from a giant cauldron. Contrary to expectation, the river above the falls was found to be smooth-flowing, so four of the canoes were dragged

which was, apparently, a market-place, for they told us that they journeyed there to barter tobacco, arrows, and bird plumes for axes and sea-shells. And eastward was a large river called the Hegigio, which we took to be the upper Kikori.

These people were eager for steel goods, and we had no difficulty in buying sago with tomahawks. They place their dead on platforms outside the communal house, the corpse being laid on its back, with the knees drawn up towards the chin and outwards. And the things which are in common daily use are hung on the platform with the corpse; the bow and arrows and string bag of a man, and the stone sago-beaters and string bag are hung with that of a woman.

We took the trade route to the south-east and reached the Hegigio River on Sept. 10, but it was so swift and wide that we found it impassable. So we went back for some miles and picked up a track going parallel with the river. On our way we met some more natives, who told us of a lawyer cane suspension bridge which spanned the river in a limestone gorge. Eventually we arrived at the bridge, to find it down. The river was 80 yards wide and went on for miles through limestone gorges. Attempt after attempt was made to cross it, but without avail. Still further downstream we went, to find the site of another suspension bridge. Here the river was 45 yards wide, and one of our police, Katue, volunteered to swim the river with a line. The line was fastened to a belt round his waist. When he plunged in he was thrust back by strong eddies, but



AN EFFICIENT TYPE OF DUG-OUT CANOE USED BY A NATIVE TRIBE ON LAKE KUTUBU IN THE HIGHLANDS (2600 FT. ABOVE SEA-LEVEL): A PARTY WAITING TO TRANSPORT THE PATROL.

gorge and the swift current. The Bamu men returned to the coast in the canoes.

Owing to the small number of carriers and the large amount of stores, it was necessary to adopt the relay system. This is a common method with Government patrols in Papua, where much uninhabited country has to be traversed or where food cannot be obtained from natives. From the rear camp stores are taken forward to another camp, and the carriers return the same day to bring up the next load. This goes on until the stores are so reduced that it is possible to move ahead in one party. Under the circumstances the rate of progress is slow indeed, and it took us five months to travel ninety miles, though the carriers had actually walked a distance of 600 miles.

On June 24 we climbed the north peak of the Bosavi Mountains, rising to 7,800 ft. above sea-level, and found it to be an old volcano. The Bamu, Tomu, Awarra, and Turama Rivers have their sources here. We made our way round the north of Bosavi on to a large plateau, and here we found natives who live in communal houses. These houses are 60 ft. long by 40 ft. wide, and are supported on high, slender posts 15 ft. above the ground. The people were shy and suspicious, and ran away when they first saw us, but we made friends with them. Their staple diet is sago, which they plant along the river-banks, though they have small gardens in which grow sweet potatoes, bananas, and a variety of native cabbage. Their principal arm is the bow and arrow, and they had steel axes.

We learned by sign language that there was a trade route going to the south-east to a place called Kewa,



AGRICULTURE AMONG THE UNKNOWN SAVAGE TRIBES OF THE CENTRAL HIGHLANDS: A TARO GARDEN IN THE WELA VALLEY, WITH STRAIGHT PICKET FENCES OF A TYPE NOT MET WITH ELSEWHERE IN PAPUA.

River in 144 degrees east longitude. Our route led us south and parallel with that of Mr. Hides as far as 143 degrees, 25 minutes east longitude, where we crossed his track, which went south-east, our route taking us north-east to the border of Papua and the mandated territory of New Guinea, and then south-east to the Purari.

My party consisted of Mr. C. J. Adamson, patrol officer, twelve native armed constabulary, and twenty-seven carriers from the Port Moresby gaol. These prisoners had volunteered to accompany me as carriers. They were serving long sentences for murder, but no other Papuans have ever given me such loyal and faithful service, and the success of the patrol is entirely due to them.

We left the Government station at Daru, near the mouth of the Fly River, on April 25, 1936, in the Government motor-ship *Vailala*, and ascended the Bamu River for 160 miles. We brought six long dug-out canoes from the Turama delta and continued to ascend the river in them after leaving the *Vailala* in 7 degrees south latitude and 142 degrees, 41 minutes east longitude. The canoes were manned by sixty-four paddlers from the lower Bamu.

We continued up-river for another fifteen miles, when our progress was blocked by the Wawoi Falls. Here the river takes a sheer drop



THE AREA OF MR. CHAMPION'S PATROL IN CENTRAL PAPUA: A MAP SHOWING THE BAMU RIVER (ON THE WEST), FROM WHICH THE EXPEDITION STARTED, AND THE PURARI RIVER (ON THE EAST), DOWN WHICH IT RETURNED TO CIVILISATION SEVEN MONTHS LATER.

Only the lower course of the Bamu River is shown on this map. "A" marks the approximate position of Mount Giluwe, which figures in Mr. Champion's narrative. The boundary of Papua and the New Guinea Mandate is marked by the line of crosses. Reproduced by Permission of the Controller of H.M. Stationery Office; from the General Staff (Geographical Section) Map (East Indies).



RELIGION AMONG THE SAVAGES OF THE CENTRAL PAPUAN HIGHLANDS: A SHRINE ON THE PORU PLATEAU—WITH BARK ROOF AND WALLS—WHOSE PURPOSE COULD NOT BE ASCERTAINED.

another eddy swept him towards the opposite shore, and he was within a few feet of his objective, when the eddies thrust him into mid-stream again and bore him down. The belt broke, and we saw this brave man swept away at thirteen miles per hour. We gave him up for dead as we saw him battling with the current as he was swept out of sight round a bend.

With great difficulty the remainder of the party scrambled over the rough limestone along the river, and some miles down, hours later, Katue was discovered alive, lying exhausted on the bank. He had seen an overhanging vine trailing in the water and he grasped it, and gradually edged his way to the bank and climbed the cliffs to safety above. Only a brave, cool, and strong man could have accomplished such a feat. It was a week before he recovered from his awful ordeal.

The expedition seemed to be doomed. We could not return and say a river barred our way. No one would believe that it was impossible to cross an 80-yards stream. We went up-river to the spot which had been reached on Sept. 10, and Nature took pity on us, for the heavy rains ceased and we found the river here fairly placid. The police hewed a dug-out canoe from a log and on Oct. 7 we at last crossed the Hegigio, which had defied us for 26 days.

(Continued on page 420.)



# ARCHITECTURE AMONG UNKNOWN PAPUANS: 100-YARD-LONG DANCING-HOUSES.

PHOTOGRAPHS BY IVAN CHAMPION.



ONE OF THE MOST EXTRAORDINARY FEATURES OF THE LIFE OF THE UNKNOWN TRIBES DISCOVERED IN CENTRAL PAPUA BY MR. IVAN CHAMPION'S PATROL: EXTENSIVE DANCING-HOUSES, A HUNDRED YARDS LONG ON THE PIVIA PLATEAU; EVIDENCE OF A CONSIDERABLE DEGREE OF SKILL AND ORGANISATION.



ANOTHER EXAMPLE OF THE EXTRAORDINARY BUILDING SKILL OF THE OTHERWISE PRIMITIVE TRIBES DISCOVERED IN CENTRAL PAPUA: A MENDI VALLEY BUILDING DESIGNED TO ACCOMMODATE VISITORS AT THE CEREMONIAL DANCES; WITH WALLS MADE OF CANE GRASS; AND A HUNDRED YARDS IN LENGTH.

In the course of his patrol from the Bamu to the Purari Rivers, in Central Papua, Mr. Ivan Champion made his way across the Hegigio (Upper Kikori) River, explored Lake Kutubu, and then pushed further inland in the direction of the New Guinea-Papua border. "In the Mendi valley" (he writes) "it seemed as if the natives regarded us white men as the spirits of their dead . . . but we could not understand each other's language. They were fine orators; man after man from the group

round our camp got up and made a speech. . . . They led us across the wide grassy Mendi basin, dominated on its eastern side by the high dome of Giluwe, rising to 13,000 ft. We saw long, neatly-built houses over one hundred yards in length in which are accommodated visitors who have come to dance; and little shrines in the form of coffins with human skulls showing through a little peep-hole, but never did any native show us signs of hostility."



# COMMUNAL HOUSES OF UNKNOWN PAPUAN TRIBES—FOR MEN AND FOR WOMEN.

PHOTOGRAPHS BY IVAN CHAMPION.



A COMMUNAL HOUSE IN THE UNKNOWN AREAS OF THE PAPUAN HIGHLANDS VISITED BY MR. CHAMPION'S PATROL: A BUILDING RAISED ON STILTS ON THE SLOPES OF BOSAVI MOUNTAIN.



A COMMUNAL HOUSE ON THE KARIMIUI PLATEAU, INHABITED BY MEN ON THE TOP STOREY AND WOMEN ON THE GROUND: IN AN AREA 3000 FT. HIGH, OF EXTREMELY FRIENDLY NATIVES.



A COMMUNAL HOUSE IN THE UPLANDS BETWEEN THE HEGIGIO RIVER AND LAKE KUTUBU; BUILT ON A KNOLL AND RAISED ON 20-FT. POSTS TO GUARD AGAINST SURPRISE ATTACKS.



A BIG HOUSE IN THE WAGE VALLEY: THE OPEN LIVING SPACE, BEHIND WHICH ARE THE SLEEPING ROOMS, WITH PIGGERIES AT THE VERY BACK; ALL BEING UNDER THE SAME ROOF.



HOUSES FOR THE TWO SEXES ON WASEMI ISLAND IN LAKE KUTUBU: SOME OF THE FIFTEEN WOMEN'S HUTS (LEFT), STANDING ON A NARROW ALLEY; AND THE LONG HOUSE (EXTENDING FOR 100 YARDS) TABU TO WOMEN—WHICH THE PATROL WERE ALSO NOT ALLOWED TO ENTER.



The patrol led by Mr. Ivan Champion, which explored an unknown tract of country between the Bamu and Purari Rivers, encountered numbers of hitherto unknown tribes, who though, for the most part, living virtually under Stone-Age conditions, none the less possessed extremely interesting social organisations. Evidence of these recurred again and again in the shape of big communal houses, which, as the photographs on this page show, are widely differentiated in structure and use. On a wide plateau north of the Bosavi mountains were found buildings measuring sixty by forty

feet, supported on slender posts fifteen feet above the ground. One of these is seen in the first illustration above. The Wage Valley type of house (shown in the fourth illustration) is a mere "Nissen hut" compared with the Bosavi "sky-scraper," but is well-adapted to a cold, windy climate. The "watch-tower" type of house seen in the third illustration accommodates both sexes under one roof, but their quarters are separated by a bark partition. On Wasemi Island, however, there was evidence of the complete segregation of men and women in separate houses.



## ON THE EVE OF ST. DAVID'S DAY: QUEEN MARY WITH THE WELSH GUARDS.



ON Sunday, February 28, H.M. Queen Mary, accompanied by the Princess Royal, the Earl of Harewood, and Viscount Lascelles, attended the morning service at the Guards Chapel in Wellington Barracks, where the 1st Bn., Welsh Guards is stationed. The royal party were received by Colonel M. B. Beckwith-Smith, commanding the Welsh Guards and Regimental District, and Lieut.-Colonel W. A. F. Fox-Pitt, commanding

*[Continued opposite.]*



the 1st Battalion. After the service, Queen Mary shook hands and conversed with officers and ex-officers of the Battalion and then, for the first time, made the annual distribution of leeks, the Welsh emblem, to the Battalion. This presentation usually takes place on the Sunday before St. David's Day, March 1. The Battalion marched past her Majesty and later, as the royal car left the barracks, broke into ringing cheers.

THE FIRST OCCASION ON WHICH HER MAJESTY HAS PRESENTED THE LEEKS: QUEEN MARY DISTRIBUTING THE WELSH EMBLEM TO THE WELSH GUARDS AT THE ANNUAL ST. DAVID'S DAY PARADE AT WELLINGTON BARRACKS.



## INTERNATIONAL ICE EVENTS HELD IN LONDON: HOCKEY AND SKATING.



EVIDENCE OF THE EXCITEMENT AROUSED IN THE CROWD AT THE ICE-HOCKEY MATCH BETWEEN GREAT BRITAIN AND CANADA AT HARRINGAY: A SAILOR JUMPS ON TO THE ICE TO PROTEST.



THE CROWD, DISSATISFIED WITH THE REFEREEING, BECOMES UNRULY, AT THE CANADA-GREAT BRITAIN MATCH: ATTENDANTS REMOVING OBJECTS THROWN ON TO THE ICE BY PROTESTING SPECTATORS.



THE CONCLUSION OF A MATCH WHICH VIRTUALLY GAVE CANADA BACK THE WORLD ICE-HOCKEY CHAMPIONSHIP: THE TEAMS CHEERING AT HARRINGAY.

Excitement such as, in all probability, has never been seen before at an ice-hockey match in this country occurred when Canada met Great Britain in what was virtually the world's ice-hockey championship, at Harringay, on February 26. Refereeing with which many disagreed is regarded as having turned what should have been a splendid high-speed match into a rough one. Three minutes before the end of the game, the crowd became unruly. Following an injury to a British



CANADA DEFEATS SWITZERLAND AT ICE-HOCKEY, THUS FINALLY SECURING THE WORLD CHAMPIONSHIP: A FIERCE ATTACK ON THE SWISS GOAL.

player, they showered orange peel, tins, and newspapers on to the ice. A threat to end the game had no effect and, together with officials, coaches, and players, spectators began to invade the ice. However, the National Anthem was played and the clamour was quickly hushed. After that the game proceeded again. Canada won by three goals to nil. After this they had only to worst Switzerland to secure the world title, which they did on February 27, by two goals to one.



THE LADIES' WORLD SKATING CHAMPIONSHIP AT EARL'S COURT: MISS CECILIA COLLEDGE, ONE OF TWO BRILLIANT BRITISH REPRESENTATIVES, ON THE ICE BEFORE THE JUDGES (CENTRE); WITH OTHER GRACEFUL COMPETITORS.

Contests for the Ladies' world skating championship and the world pair-skating championship began at the Empress Stadium, Earl's Court, on March 1. There was much interest, for, for the first time since 1907, Great Britain stood a good chance of carrying off the Ladies' title, having two great skaters, Miss Cecilia Colledge and Miss Megan Taylor competing. Miss Colledge had

already won the European championship. Both these girls, who since Sonja Henie turned professional have been widely considered to be the best women amateur skaters in the world, are only sixteen. Miss Colledge had established a lead of 19.7 points over Miss Taylor (her nearest rival) at the end of the first day's contests. The average age of all the competitors was only 17.



## MARSHAL GRAZIANI BOMBED: JUST BEFORE THE ADDIS ABABA OUTRAGE.



A FEW MOMENTS BEFORE BOMBS WERE THROWN AND TWO HIDDEN MACHINE-GUNS OPENED FIRE: MARSHAL GRAZIANI, VICEROY OF ABYSSINIA, WHO WAS WOUNDED, STANDING ON THE STEPS OF THE RESIDENCY WHILE ALMS WERE BEING DISTRIBUTED TO THE POOR IN HONOUR OF THE BIRTH OF THE PRINCE OF NAPLES.



THE POOR OF ADDIS ABABA, UNDER THE GUIDANCE OF NATIVE POLICE, FILING PAST A TABLE TO RECEIVE THEIR ALMS: AN OFFICIAL OCCASION OF REJOICING WHICH WAS CHOSEN FOR AN ATTEMPT TO ASSASSINATE THE VICEROY AND ENDED IN REPRESSIVE MEASURES AGAINST DISTURBANCES.

The birth of the Prince of Naples was honoured in Addis Ababa on February 19. Marshal Graziani, the Viceroy, surrounded by his staff and native dignitaries, stood on the steps of the Residency to distribute alms to the poor. A crowd of several thousands was present to receive these gifts of money. At the end of the ceremony, bombs were hurled at the group on the steps, and two machine-guns opened fire. Marshal Graziani was wounded in the chest and General Liotta, Chief of the Italian Air Force in Abyssinia, lost an eye and a leg. Chief Abouna Kirillos and several officers and men were also wounded. The machine-guns were rushed by Italian troops, who then occupied strategical

points and patrolled the city in lorries. Two thousand arrests were made and a search revealed ammunition dumps in some of the native houses. Subsequently, fires broke out in the city and Abyssinians set some premises alight near a benzine depot in the centre of the town in the hope of an explosion—a danger averted by the Italian troops and firemen. The garrison of 30,000 troops quickly restored order; and the report of the capture and execution of Ras Desta, who is alleged to have instigated the attack, had a noticeable effect on the population. Work on the road from Asmara, in Eritrea, to Addis Ababa is being hurried on, in order that it may be ready before the rains start.



# A FUTURE "CHARING CROSS" OF WORLD AIR-ROUTES: THE GREAT EMPIRE AIRPORT AT LANGSTONE HARBOUR.

DRAWN BY OUR SPECIAL ARTIST, G. H. DAVIS, FROM INFORMATION SUPPLIED BY THE PORTSMOUTH CITY COUNCIL.



"THE WORLD'S LARGEST MARITIME AIR-BASE," AT PORTSMOUTH: LANGSTONE HARBOUR (LOOKING EASTWARDS) LANDLOCKED BY THREE BARRAGES FOR THE £1,221,452 EMPIRE AIRPORT SCHEME, SHOWING THE DREDGED FLYING-BOAT RUNWAYS AND THE NEW LAND AERODROME.

The Portsmouth Town Council has accepted the scheme of the Docks and Airport Committee for establishing an Empire flying-boat base at Langstone Harbour, the motion being carried by 29 votes to 27. The scheme in question provides for land-locking Langstone Harbour, between Hayling Island and Portsea Island, by means of three barrages, dredging out a number of channels, and reclaiming sufficient land to make an aerodrome of about 600 acres at Farlington. The cost of the work is estimated at £1,221,452.

The Government will grant a proportion amounting to £568,226, after an allowance has been made of £85,000, the value of the land reclaimed. In recommendation of the scheme, it was pointed out that there would be additional employment of labour within the city. Mr. A. Johnson, Chairman of the Docks and Airport Committee, asked the Council to "act to-day promptly and firmly and decide to as to make Portsmouth the first maritime air-base, as well as the first naval base, of the world." A rough outline of

the way in which the scheme will probably be carried out is as follows: firstly, the channels will be dredged, providing a mooring basin, and north-south, and north-east-south-west runways; three barrages will then be constructed; and on the completion of these works a second instalment of dredging will be undertaken, giving the complete water area required. This area will be taken down until it provides eight feet depth of water below the proposed impounded water-level (which is to be approximately five feet above

ordnance datum). The channels first dredged will be some eleven feet deeper. This depth of water is made necessary by the fact that, although the largest flying-boats at present employed by Imperial Airways do not draw five feet of water, plenty of space beneath the keel is necessary to prevent the machine's speed on the water from being reduced. In shallow water the drag on a swiftly-moving hull is increased by the proximity of the ground. There is also the question of even larger flying-boats being constructed.

N.B.—Coloured Plate of Her Majesty Queen Mary inserted here.



NEWS OF THE WEEK RECORDED BY CAMERA:  
ITEMS OF TOPICAL INTEREST.



The Nizam of Hyderabad, ruler of the largest and wealthiest of the Indian States, came to the throne in 1911, but, owing to the death of King George V., the celebration of his Silver Jubilee was postponed until this year. At the new Jubilee Hall the Nizam, seated on a golden throne, received a congratulatory address from the Prime Minister, Maharaja Sir Kishen Pershad. In his reply the Nizam announced considerable reductions in taxation.—[Photograph, Raja Dena Dayal and Sons.]



The magnificent programme of banquets, durbars, and military events in celebration of the Nizam of Hyderabad's Silver Jubilee began with a review of the State's army. The Nizam took the salute from a special band, with the British Resident by his side. The troops were commanded by General His Highness the Prince of Berar, Heri Apparent, and included the Nizam's personal bodyguard of African horsemen, a battalion of Arab Infantry originally recruited from Aden, and artillery. [Photograph, Raja Deen Dayal and Sons.]



The Union-Castle liner "Llandovery Castle" was on the way to the East Coast of Africa with about one hundred passengers on board, when she struck a mine off the north-east coast of Spain. The side of the liner was badly damaged and two holds were flooded, but there was no panic, and she managed to reach Port Vendres, on the French coast. Divers found a hole, 15 ft. high by 15 ft. wide, in the starboard side near the bow, below the water-line.



On February 15 the Air Ministry announced that an aircraft belonging to No. 821-Fleet Spotter Reconnaissance Squadron was missing over the Mediterranean. The plane was attached to H.M.S. "Courageous" and carried three men—Sub-Lieut. G. E. Lake, Lieut. R. W. Macdonald, and Telegraphist W. H. Currie. An intensive search by sea and air failed to locate them and they are assumed to have lost their lives. A funeral service was held in H.M.S. "Courageous" and a wreath was thrown on the sea.

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100



On February 22, H.M.S. "Royal Oak" was at anchor off the port of Valencia when the Insurgents carried out an air-raid on the town. During the firing, an anti-aircraft shell fell on the quarter-deck and exploded. The captain, two other officers, and two ratings were slightly injured by splinters. It is thought that the fuse was set incorrectly or was faulty, so that, instead of bursting in the air, the shell fell and exploded on impact with the deck. The Spanish Foreign Minister has expressed his regret.



M. Sergy Orzhonikidze, the People's Commissar for Heavy Industries, died in the Kremlin on February 16. The funeral ceremony, which was attended by Stalin, Kaganovich, People's Commissar for Railways Molotov, and Voroshilov, Marshal of the Soviet Union and People's Commissar for the Defence of the U.S.S.R., took place in the Red Square; and the urn containing the ashes was later immured in the Kremlin wall. Representatives were present from the Soviet Republics and important industrial plants.



The first ship in the Royal Navy to be named "Impulsive" was launched on March 1 at Cowes by Lady Jellicoe. At the luncheon afterwards, Sir Archibald Mitchell proposed the toast of "H.M.S. Impulsive" and, to mark the occasion, presented to Lady Jellicoe a brooch bearing in the design a representation of H.M.S. "Iron Duke," Lord Jellicoe's flagship at the Battle of Jutland. The "Impulsive" is the second of two "C" class destroyers to be built at Cowes.



# PERSONALITIES OF THE WEEK: PEOPLE IN THE PUBLIC EYE.



**H.H. THE MAHARAJA OF PATIALA.**

Elected Chancellor of the Chamber of Princes, February 25. Received 30 votes, against the 13 for the Maharaja of Dholpur. His election was regarded as a victory for the party with a constructive attitude on Federation.



**SIR B. N. MITRA.**

Lately High Commissioner for India in London. Died February 25; aged sixty-one. Began his career as a clerk in the Finance Department, Government of India; becoming Assistant Secretary of the Department, 1910. Served as financial expert in Mesopotamia and Persia.



**SIR BERNARD R. REILLY.**

Appointed to be the first Governor of the Colony of Aden. Resident and Commander-in-Chief at Aden since 1931. Chief Commissioner of the Province since 1932. His new appointment dates from April 1, when Aden ceases to be a part of British India.



**SIR GUY STANDING, K.B.E.**

The well-known British actor who, after a long career on the stage in England and America, became a successful film actor. Died, at Hollywood, February 24; aged sixty-three. Created a K.B.E. for his services with the British War Mission in the United States.



**THE "LAST" ABYSSINIAN LEADER DEAD: RAS DESTA.**

The prominent Ethiopian chief captured and shot by the Italian forces in Abyssinia. A son-in-law of the Emperor. During the war against the Italians he held command in the southern Ethiopian province of Sidamo.



**AIR MARSHAL SIR EDWARD ELLINGTON.**

Appointed Inspector-General of the Royal Air Force. Was previously Chief of Air Staff. Gazetted a Marshal of the R.A.F. in December. Is fifty-nine. Received his commission in the Artillery and began flying in 1912. Air Officer Commanding R.A.F., Iraq, 1926.



**THE BISHOP OF BATH AND WELLS TO RESIGN: DR. WILLSON, WHO IS VACATING HIS SEE ON GROUNDS OF HEALTH.**

It was learned recently that the Bishop of Bath and Wells, Dr. St. John Basil Wynne Willson, would resign in November. An official statement announced his desire to vacate his see on grounds of health. Dr. Willson, who is sixty-eight, was consecrated Bishop of Bath and Wells in 1921. He became Headmaster of Haileybury in 1905, and of Marlborough in 1911.



**SIR ARTHUR SALTER.**

Elected M.P. (Independent) for Oxford in the by-election following the resignation of Lord Hugh Cecil. His opponents were Sir Farquhar Buzzard and Prof. F. A. Lindemann. Oxford thus has two Independent M.P.s, the other being Mr. A. P. Herbert.



**AIR MARSHAL SIR CYRIL NEWALL.**

Succeeds Sir Edward Ellington as Chief of Air Staff. At present, Air Member for Supply and Organisation on the Air Council. Like Sir Edward Ellington, he received his early training in the Army. He is fifty-one.



**SIR HENRY JACKSON, M.P.**

M.P. (Conservative) for Central Wandsworth. Died suddenly, after making a speech at a public dinner, on February 23; aged sixty-one. Practised as a physician at Putney Hill for many years. Had been Mayor of Wandsworth.



**THE REV. S. J. MARRIOTT.**

Appointed a Canon of Westminster. Rector of North Berwick, East Lothian, Scotland. He succeeds the Ven. Vernon Faithfull Storr, at Westminster; the latter having been appointed Rector of St. Margaret's, Westminster. Mr. Marriott is fifty.



**SIR WALTER CLODE, K.C.**

President of the Railway Rates Tribunal, 1922-32. Died Feb. 27; aged eighty. For many years enjoyed an extensive practice at the Parliamentary Bar. Author of "The Law and Practice Relating to Petition of Right" and other legal works.



**MR. HARRINGTON MANN.**

The well-known painter of children. Died, in New York, February 28; aged seventy-two. A distinguished figure in Scottish art. He is represented at the Luxembourg and in the municipal art galleries of Sydney, Melbourne, Ghent, and Belfast.



**MAJOR G. S. HARVIE WATT.**

Elected M.P. (Conservative) in the by-election at Richmond (Surrey), following the retirement of Sir William Ray. Had a majority of 12,837 over his Labour opponent. The Conservative majority in 1935 was 19,480.



**SIR RICHARD D. HOLT.**

New President of the Chamber of Shipping. A partner in Alfred Holt and Co., the shipowners. Chairman of the Mersey Docks and Harbour Board, 1937. Chairman, Elder Dempster Lines, since 1932. M.P. (L.), Northumberland (Hexham), 1907-18.



# SAN FRANCISCO'S GREAT TRAFFIC LINK: THE BRIDGE BY DAY AND NIGHT.



THE GREAT NEW SAN FRANCISCO BRIDGE BY DAY: STREAMS OF CARS FILLING THE SIX ROADWAYS ON ONE OF ITS TWO DECKS; AND PART OF THE COMPLICATED SYSTEM OF APPROACH RAMP ON THE SAN FRANCISCO SIDE.



THE SAN FRANCISCO BRIDGE BY NIGHT: AN 8½-MILE RIBBON OF LIGHT HIGH ABOVE THE WATERS OF THE BAY, WITH THE LIGHTS OF OAKLAND IN THE DISTANCE—PHOTOGRAPHED DURING A SEARCHLIGHT DISPLAY BY WARSHIPS.

The bridge across the bay at San Francisco is by far the longest bridge system in the world. 8½ miles from terminal to terminal, it would suffice to pass over most of Greater London in one stride. If one end of it were placed, say, at Hampstead, traffic would have a clear run as far as, perhaps, Dulwich, where the

other end would fall. The total cost of the bridge is not far short of £16,000,000. During the year 1934-5 the *entire grants* from the Ministry of Transport's Road Fund in this country only amounted to £17,498,437! Not for nothing is America called the "land of big things."



# The World of the Kinema.

By MICHAEL ORME.

## HISTORY AND FICTION.

MR. ERICH POMMER'S first production in this country under the aegis of Mr. Alexander Korda, "Fire Over England" (at the Leicester Square Theatre), is not only a pictorially superb and spacious picture, but the finest "historical drama" yet made in British studios, and that despite the fact—I would rather say, because of the fact—that it weaves into a stirring chapter of history an excellent tale of hot-headed, youthful adventure. I can conceive of no better way to set about the task of recapturing for the screen the glories of a past era than to draw its great figures into close contact with a good romantic story such as Mr. A. E. W. Mason's book (on which the film is based) contains. Provided no great violence be done to history in order to enhance romance—and apart from one regrettable lapse at the end of this Elizabethan drama the background of actuality is discreetly handled—the fictional element makes it possible to seize on the salient features of a given period and mould them to kinematic demands without offending against truth. Thus, in allowing Elizabeth the Queen, Leicester, Burleigh, Philip of Spain to impinge upon the story of young Michael Ingolby's impetuous espousal of the Queen's cause and his dangerous mission to the Spanish Court, we are concerned only with the momentary impact of historical characters, and from such swift impressions arise a warmth and intimacy that are wont to escape when a more detailed study has undergone the process of preparation for the screen. Certain it is that as a reconstruction of a chapter embracing the menace and defeat of the Spanish Armada, "Fire Over

England" apparently, goes up in flames there and then, whilst what becomes of the repentant conspirators is nebulous. Michael, at any rate, returns to clasp his true love in his arms.

The model work of ships at sea is, in any case, not the film's strongest point, but minor flaws are of no importance in a production of such magnitude, interest, and beauty. Opulently staged and dressed, the picture fills the eye with its masterly grouping and the ear with dialogue of rare quality. The adaptation has been made by Miss Clemence Dane and Mr. Sergei Nolbandow, but the dialogue bears the hall-mark of Miss Dane. Miss Flora Robson's Queen Elizabeth dominates the action. Regal in bearing and demeanour, she lifts the mask of masculine decision and will-power to reveal, subtly and with admirable reticence, the weariness of the ruler and the irritability of the ageing woman, even the envy of youth's quick conquests. When she slaps the face of Michael's sweetheart, jealousy as well as nerves induce the petty blow. Yet her dignity and her statesmanship prevail over private

Miss Vivien Leigh, making her screen début, is a tender, charming heroine, very lovely in her spreading finery. From a large and excellent company I can but single out the devoted Leicester of Mr. Leslie Banks, the gentle old Burleigh of Mr. Morton Selten, the incisive Philip of Mr. Raymond Massey, and Miss Tamara Desni's gracious Spanish lady.



"MAID OF SALEM," AT THE CARLTON: CLAUDETTE COLBERT AS BARBARA CLARKE, THE PURITAN GIRL ACCUSED OF SORCERY, STANDING IN CHAINS IN THE COURT.

"Maid of Salem" is set in New England in the seventeenth century. Barbara Clarke meets her lover, Roger Coverman (Fred MacMurray) secretly, since he is a fugitive from justice. His cloaked figure is taken for the devil, and thus the legend of her traffic with the powers of darkness grows.

England" rises to a high level of dignity, of reality, and of dramatic power.

With Queen Elizabeth as its inspiration and its driving force, the chronicle of a boy's impetuous patriotism takes on a purpose more passionate than mere escapade. His story begins with his capture, together with his father, by the Spaniards. Befriended by a Spanish nobleman, Michael escapes the Inquisition, whose fires claim his father. Returned to England and to his English sweetheart, he finds favour with the Queen, who, confronting the Spanish menace with determination, shaping the prudence of her counsellors to her own ends, discovers an outlet for her young champion's unbridled ardour. Under an assumed name, and as a professed partisan of Spain's intrigues in England, Michael penetrates to Philip's Court, and succeeds in discovering the identity of several traitorous Englishmen before he is unmasked. He eludes his pursuers with Fairbanksian agility in a wild chase through the Escorial. Returned again to England on the eve of the Armada's arrival, his information leads to the apprehension of the traitors, for whom, however, the astute Elizabeth finds a redeeming occupation—none other than the mustering and manning of the famous fire-boats that spread panic among the Spanish galleons. And here, to my mind, is a distortion of history beyond justification. Not only does Elizabeth steal Lord Howard's thunder and filch his fire-boats from Calais harbour, whence they actually routed the Armada, but the English fleet, Drake, Frobisher, Hawkins, and all, have to take a back seat for a pyrotechnical display reminiscent of a Crystal Palace "set piece." The whole of the Armada,



"FIRE OVER ENGLAND," THE FILM OF THE DEFEAT OF THE SPANISH ARMADA, AT THE LEICESTER SQUARE THEATRE: FLORA ROBSON AS QUEEN ELIZABETH AT THE HISTORIC REVIEW OF HER TROOPS AT TILBURY.

"Fire Over England," a swiftly moving story of love and adventure against a background of the Spanish naval onslaught on England, is based on the novel by A. E. W. Mason. It was produced by Erich Pommer. Leslie Banks plays Leicester; and Raymond Massey, Philip of Spain. The part of the young hero is taken by Laurence Olivier, and that of the heroine by Vivien Leigh.

## A NEW FILM DIRECTOR.

emotions. She is a queen of heroic stature, whose praise breeds heroes. Thus stimulated, young Michael would go through fire and water for her, and Mr. Laurence Olivier duly braves all dangers with the requisite *panache*. Boyish, graceful, and swift, Mr. Olivier adds to his laurels as a romantic *jeune premier*, and cuts a gallant figure.

Mr. Sonnie Hale's work on the screen has stamped him as a comedian of great resource—a "fellow of infinite jest, of most excellent fancy." One recalls, a little wistfully (since he has, for the nonce, abandoned them in his own person), as Hamlet did of Yorick, his gibes, his gambols, his songs, his flashes of merriment, wherewith he quickened and enlivened the action of many a musical comedy. His is a nimble wit, and together with that true sense of burlesque that gives a sharp and caustic outline to caricature, he combines a capacity for striking a deeper note when the fantasia of fun demands it. If his decision to devote himself in future to the directional side of film-making be not a ruling with exceptions, the screen has lost a fine actor, but it has gained a director of whom much may be expected, as his first picture, "Head Over Heels" (Gaumont, Haymarket), with his wife, Miss Jessie Matthews, as its bright particular star, goes to prove.

This merry musical comedy, borrowed from M. Francis de Croisset's play, "Pierre ou Jack," is not wholly even in texture. Its slender story—nothing more than the rivalry for the love of a little cabaret-singer between an inarticulate young engineer from a Paris broadcasting station and his room-mate, a flashy, philandering actor, with better looks than talent—needs a deal of padding. Some of it—most of it, indeed—is amusing, but occasionally the wheels of humour betray the effort of uphill work by a momentary flagging. As a vehicle for Miss Matthews, the slight plot suffices. She is ever in the forefront of the fray, dancing with thistledown grace, or tapping out the rhythm with pointed precision. She sings delightfully, albeit a certain monotony of gesture and facial expression threatens to establish mannerisms that she would do well to guard against. Her voice, however, is sweet and true, lending its warmth to lilting melodies. Miss Matthews, gay, tender or temperamental as the situation requires, has the assurance of the established star, and her charming personality, suitably and elegantly framed, conquers every fortress. It was Mr. Hale's task to build up the picture round her, and he has done it with the same resourcefulness that is his as a comedian. Not only in effective touches of characterisation, to which his actors, Mr. Louis Borell, Mr. Robert Flemmyng, and Mr. Romney Brent, do full justice, but in his notably lively handling of his crowd-scenes in the bustle of the market, the gaiety of the cabaret scenes, in the excitement of departure at a railway station, and, above all, in a nocturnal tramp through the Paris streets in quest of a lost sweetheart, he reveals a ready invention and a firm hand on the reins.



"HEAD OVER HEELS," AT THE GAUMONT, HAYMARKET: JESSIE MATTHEWS AS JEANNE, A PARISIAN CABARET SINGER, WITH HER LOVER, PIERRE (ROBERT FLEMMYNG, CENTRE), AND MATTY (ROMNEY BRENT); IN A REALISTIC BROADCASTING SCENE.

Two women and two men take the leading parts in the drama of "Head Over Heels," which is directed by Sonnie Hale, the famous English musical-comedy star. Marcel (Louis Borell), the sophisticated friend of Pierre, lures Jeanne away from the somewhat inarticulate radio engineer; and Norma (Whitney Bourne), a successful actress, lures Marcel away from Jeanne.



# A "MODERN" ROMAN BATH AT EDFU—AND EGYPTIAN ART OF 2400 B.C.

DESCRIPTION BY M. JEAN SAINTE PARE GARNOT, OF THE FRENCH INSTITUTE OF ARCHEOLOGY, CAIRO. PHOTOGRAPHS BY PROFESSOR MICHALOWSKI, WARSAW UNIVERSITY.



1. ONE OF TWO COMPLETE BATHROOMS, REMARKABLY LIKE THE MODERN TYPE, WITH STONE BATHS AND HOT-WATER APPARATUS, FOUND IN LARGE HOUSES OF THE ROMAN PERIOD AT EDFU (THEN KNOWN AS APOLLONIS MAGNA), IN UPPER EGYPT; INTERESTING NEW EVIDENCE INDICATING THE CIVILISED CHARACTER OF THIS GREAT CITY UNDER THE ROMAN EMPIRE



2. A RELIC OF EGYPTIAN ART ABOUT 2400 B.C.: A MAGNIFICENT ALABASTER VASE BEARING THE NAME OF KING TETI, FOUND AT EDFU (NOTE THE FLY, WHICH GIVES AN INDICATION OF SIZE).

THE excavations undertaken at Edfu (Upper Egypt) by the University of Warsaw, associated with the Institut Français d'Archéologie Orientale, have already given interesting results. The site consists of rubbish mounds west of the celebrated temple of Horus. The upper part of these mounds is covered by ruins of the Roman town; beneath are houses of the Ptolemaic period, while, twenty metres (65 ft.) lower, at the bottom of the hill, lie remains of the Egyptian necropolis. Edfu during Roman times, when it was known as Apollonis Magna, was one of the most powerful and extensive cities in Egypt. New proof of this was given when Professor Michalowski found a number of large houses. Two complete



3. AN ALABASTER HEAD-REST WITH AN INSCRIPTION: ANOTHER INTERESTING EXAMPLE OF ANCIENT EGYPTIAN CRAFTSMANSHIP DISCOVERED DURING EXCAVATIONS IN THE EGYPTIAN NECROPOLIS.

bathrooms (e.g., Fig. 1) have been cleared up, with stone baths and hot-water apparatus. Discoveries of unviolated tombs now seldom occur in Egypt. Yet Bernard Bruyère, working in the necropolis of the ancient empire, found no fewer than nine untouched burial places with the bodies and complete funerary furniture. The oldest tomb belongs to Pepi Nefer, ruler of Edfu during the reigns of Pepi the First and

Merenre. The dead, buried in underground chambers, were laid on the bare floor, as there was no sarcophagus, but were surrounded by funeral equipment consisting mainly of red pottery. Some beautiful objects were found in these rather poor tombs. The finest is an alabaster vase (Fig. 2) bearing the name of King Teti (about 2400 B.C.); nor must we forget an alabaster head-rest (Fig. 3) with inscription.



# A LIFE CYCLE DUEL BETWEEN A WASP AND A SPIDER: TARANTULA HAWK AND TARANTULA IN MORTAL COMBAT.

PHOTOGRAPHS BY  
LET PASADORE.



1. THE FIRST MOVE IN A DUEL TO THE DEATH: A TARANTULA MAKES A DESPERATE ENDEAVOUR TO REACH ITS HOME BURROW (LEFT), WHERE IT CAN AVOID THE STING OF THE TARANTULA HAWK (*PEPES FORMOSA*)—ONLY TO FIND THE WAY BARRED BY ITS ENEMY.



2. HOLDING ITS BODY HIGH OFF THE GROUND, INSTANT USE: THE TARANTULA PREPARES TO RESIDE IT, JUST



WITH MANDIBLES SPREAD WIDE APART AND SHARP FANGS READY FOR FIGHT THE TARANTULA HAWK, A GIANT WASP, WHICH HAS ALIGHTED OUT OF REACH.



3. SO SWIFT THAT THE EYE COULD NOT FOLLOW IT—THE DECISIVE STROKE IN AN UNEQUAL CONTEST: THE TARANTULA HAWK POUNCES ON ITS VICTIM BEFORE IT CAN MOVE AND PLUNGES ITS DAGGER-LIKE STING INTO THE SPIDER'S BODY BEHIND THE SECOND LEG.



4. WATCHING ITS VICTIM TO MAKE SURE IT IS SUCCESSFULLY PARALYZED, AND HELPLESS: THE TARANTULA HAWK WAITS PATIENTLY WHILE THE LEGS OF THE TARANTULA BECOME LIMP AND IT SINKS SLOWLY TO THE GROUND AND THEN VAINLY STRUGGLES TO RISE AGAIN.

THE tarantula which, as an adult, has a leg-spread of five inches, is armed with two sharp-pointed poison fangs. With these it kills its prey and digs its nesting burrow. This burrow descends abruptly to a depth of about eight inches and is then dug horizontally to the living quarters. The nest entrance is one and a half inches in diameter and the nest itself is about eighteen inches in length. Although the fangs are formidable weapons, the tarantula is usually vanquished when attacked by the tarantula hawk (*Pepes formosa*). This giant wasp completes its life cycle by laying an egg on the body of a vanquished tarantula, which, later, serves as food for the larva when it hatches out. The tarantula can only escape from its enemy if it is able to reach its burrow, where it may better defend itself and avoid the sting with which the wasp paralyzes it. In nearly every case, however, the tarantula hawk gains the initial advantage by placing itself between the burrow and its victim. The wasp's movements follow so quickly that it has sunk its sting in the spider before it has been able to move in self-defence. The body of the

tarantula is then hauled to its own burrow and pulled inside, where the wasp lays its egg. The tarantula hawk has been known to drag these huge spiders a distance of several hundred feet. Through high grass and weeds, over rough ground it goes, pulling a burden five or six times its own weight. Like the ant, its strength compared with its size is astonishing. In order to prevent the tarantula's body being disturbed before the egg hatches, the wasp seals the opening to the burrow with earth and leaves. Then it flies off to die. In the instance illustrated, a careful search failed to reveal where the egg was placed on the body, but the burrow contained two velvety-soft egg-sacs from which hundreds of young tarantulas had escaped some months before. The living quarters were littered with parts of beetles and other insects which had been killed and eaten by the spider. The larva of the wasp feeds on the body of the tarantula and then moves along the burrow to spin its cocoon. When developed it cuts its way out and, opening the sealed entrance, flies off to mate and, in its turn, to fight and vanquish a tarantula.



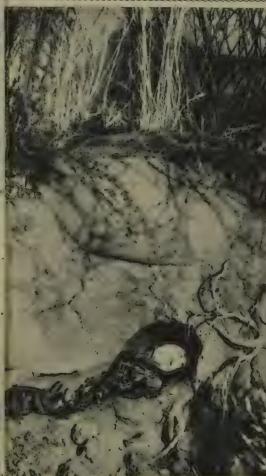
5. AFTER TURNING OVER THE BODY OF THE TARANTULA WITH ITS MANDIBLES AND FRONT LEGS: THE TARANTULA HAWK HOLDING ITS VICTIM BY ONE LEG AND PLUNGING IN ITS STING AT THE SLIGHTEST MOVEMENT—THE FINAL STAGE OF THE SHORT COMBAT.



6. SHOWING AMAZING STRENGTH BY DRAGGING THE BODY OF THE TARANTULA, FIVE TIMES HEAVIER THAN ITSELF, TO ITS BURROW: THE TARANTULA HAWK BACKING INTO THE SPIDER'S HOME AND PULLING THE LIMP BODY OF ITS VICTIM AFTER IT.



7. AFTER LAYING ITS EGG ON THE SPIDER'S BODY, WHICH THE WASP SEALS THE ENTRANCE AND LEAVES: THE BURROW SHOWING THE TARANTULA'S



SERVES AS FOOD FOR THE HATCHED LARVA, EXCAVATED ON THE DAY FOLLOWING THE FIGHT; BODY LYING ON ITS BACK.



8. SHOWING THE BODY OF THE SPIDER AS IT WAS LEFT BY THE WASP, AND TWO OLD EGG-SACS: THE CONTENTS OF THE BURROW, WHICH WAS LITTERED WITH THE CHITINOUS PARTS OF NUMEROUS INSECTS WHICH HAD BEEN EATEN BY THE SPIDER.



# A PAGE FOR COLLECTORS.

MASTERS OF MARITIME ART: A LOAN EXHIBITION AT COLNAGHI'S.

By FRANK DAVIS.



Art-lovers in general, and not only those devoted to seafaring subjects, will enjoy the loan exhibition of drawings by Masters of Maritime Art now on view at Colnaghi's, in New Bond Street, until March 31.

THE thirty-six Van de Velde in the show are hung by themselves in a separate gallery. The

business of sorting out the work of the father from that of the son is not so simple as it looks, even if you see the two side by side, and a complication arises when occasionally the characteristic signature of the younger man appears on a drawing seemingly by the elder: this may mean that it belonged to the son—a proof of ownership, not of authorship. "Moreover," says Captain Bruce S. Ingram (the owner of the collection on exhibition), "they are an exasperating couple—a sort of Siamese twins of mind and brush . . . the tendency is for the father to work more deliberately, the son more loosely, in a more impressionistic style." Here you can see the work of the two men side by side and can form your own conclusions—and those who much enjoy the fun of providing attributions for named or anonymous drawings will find this section of the display particularly entertaining. The point is this—there are numerous drawings in existence (i.e., in the Print Rooms of Berlin and of the British Museum) which are catalogued as "Dutch School" or as by other and lesser-known artists than the Van de Velde. The catalogue of the present exhibition elaborates the theory—to my mind, entirely proving it—that these drawings must be given to the elder Van de Velde. Here is a drawing from Berlin (Fig. 1), known there as by Jan Porcellis, and a "grisaille" from the National Maritime Museum at Greenwich (Fig. 2). Compare details of the former with Nos. 31, 30 and 35, and 24 in the Small Gallery (the last three our Figs. 6, 4 and 3), and it seems impossible to suppose that these are not by the same hand: then compare the background of the "grisaille" (Fig. 2) with the background of No. 35 (Fig. 4), and the group of fisher-folk towards the left of the "grisaille" with, say, No. 30 (Fig. 6)—they are similar in both composition and execution. Two

drawings in the British Museum catalogued as Dutch School (Hind, Catalogue of Dutch Drawings, Vol. IV. p. 129, Nos. 23, 24) closely resemble the shore-scapes of Nos. 31, 33 and 35 (Fig. 4), and are surely by the same hand.

Lest anyone should imagine from the above that the exhibition is designed primarily to afford a battleground upon which half a dozen specialists may engage in an acrimonious disputation, I hasten to add that the plain man who cares nothing about names, or, for that matter, the unlettered Esquimaux who knows all about ships but nothing of scholarship, will find in it pretty well everything he can desire,

which made him famous in his time as "the Salvator Rosa of the North." An anonymous and presumably Spanish school drawing of about 1620 is not a great work of art, but of extraordinary interest as showing a sea-action and a land-battery at the same time (Fig. 8). The Englishmen represented in the show are mostly all followers of the Van de Velde to a greater or less extent. Francis Place, that little-known amateur whose work attracted so much attention at the previous exhibition, is represented by a pleasant "English Men of War in a Calm" (No. 65), and there are others of note, such as Charles Gore, believed to have been a shipbuilder in his young

days; Nicholas Pocock, who began life as a sailor; and Thomas Yates, Lieutenant in the Royal Navy. Finally, mention must be made of the splendid group of five miniatures by John Smart of officers who fought with Duncan at Camperdown in 1797—chief among them Captain Bligh of the *Bounty* (reproduced on the front page of this issue)—and of a first-class Thomas Rowlandson (Fig. 5), who owes nothing to anyone.

The exhibition is being held in aid of King George's Fund for Sailors, which provides grants for the various Marine Benevolent Institutions. The

Patron is King George VI., the President is the Duke of Kent, the Chairman the Duke of Connaught, and the Deputy Chairman Admiral Sir Aubrey Smith. The Council is in close touch with the necessities of the different charities, and is able to allocate its funds where the need is most urgent. It is hoped that the Fund will benefit substantially by the exhibition, which follows a similar one noticed on this page a year ago. As before, all the 116 drawings are from the extensive collection of Captain Bruce Ingram, and the whole proceeds of the sale of the illustrated catalogue go to the Fund. Art-lovers who will not be in town during the next four weeks are invited to send a 2s. 6d. postal order for the catalogue, which, in addition to a colour-plate and sixteen pages of illustrations, has an introduction by Professor Callender, Director of the National Maritime

Museum at Greenwich (shortly to be opened to the public), and a note by Captain Ingram on the drawings of the two Van de Velde, father and son. The former provides an admirable commentary upon the whole range of Dutch and English sea-painters and draughtsmen, the latter elucidates an obscure and difficult subject with a complete lack of dogmatism not always to be found in the published writings of those who really know what they are talking about.



1. A DRAWING FROM THE BERLIN PRINT ROOM ASCRIBED TO JAN PORCELLIS BUT IN REALITY BY THE ELDER VAN DE VELDE—HERE PUBLISHED FOR COMPARISON WITH THE THREE WORKS BY THE LATTER REPRODUCED ON THE OPPOSITE PAGE (FIGS. 3, 4 AND 6), AND WITH OTHERS IN THE EXHIBITION AT COLNAGHI'S.



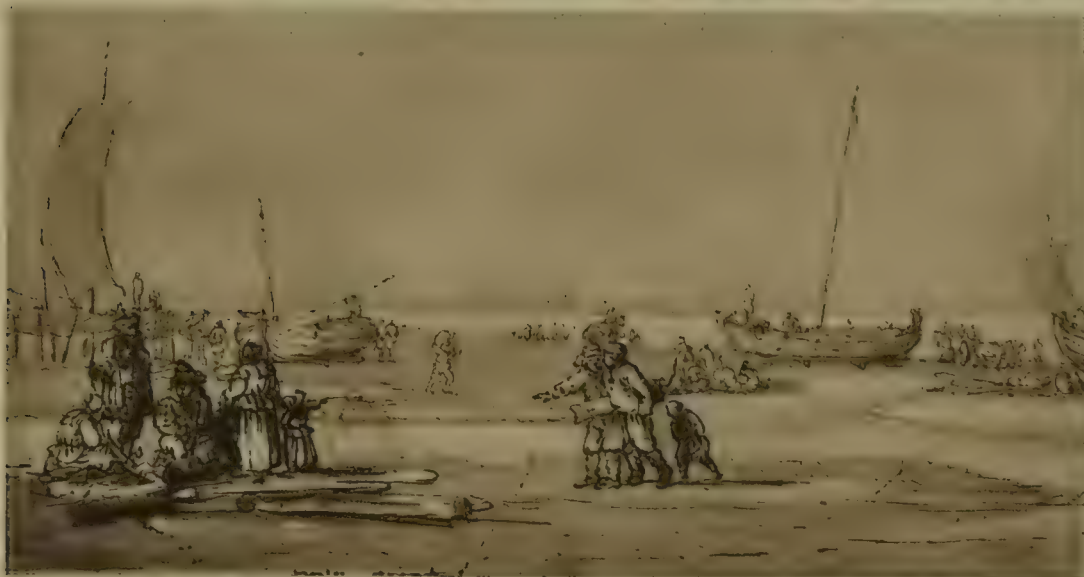
2. A PORTION OF A "GRISAILLE," SIGNED BY THE ELDER VAN DE VELDE, IN THE NATIONAL MARITIME MUSEUM AT GREENWICH, CONTAINING GROUPS SIMILAR TO THOSE IN FIGS. 3 AND 6 ON THE OPPOSITE PAGE, AND HAVING A BACKGROUND SIMILAR IN TREATMENT TO THAT IN FIG. 4 ON THAT PAGE.

from storm to calm, from the nervous, imaginative hand of such a rare draughtsman as Andries van Ertveldt (No. 29), to the simple, sure, comparatively pedestrian pencil of Hollar (No. 5). To many, no doubt the gem of the exhibition will be the quiet "Norwegian Harbour" (No. 17) by Allaert van Everdingen (1621-1675), Bakhuyzen's master, who seems to me to appear in this drawing as a finer draughtsman than in those rather theatrical paintings



# THE "MASTERS OF MARITIME ART" SHOW: VAN DE VELDE COMPARISONS.

REPRODUCED FROM THE ORIGINALS IN THE "MASTERS OF MARITIME ART" EXHIBITION OF DRAWINGS AT COLNAGHI'S, 144-6, NEW BOND STREET.



3. BY WILLIAM VAN DE VELDE THE ELDER (1611-1693): "A BEACH SCENE"—PEN AND WASH OVER BLACK CHALK;  $6\frac{1}{2}$  BY  $9\frac{1}{2}$  IN.—CUT SLIGHTLY AT TOP. (COMPARE FIGS. 1 AND 2, OPPOSITE.)

THESE examples from the loan exhibition of marine drawings, at Colnaghi's, held in aid of King George's Fund for Sailors, and described in the article opposite, illustrate the great attractions of the display not only in regard to art, but also to history and current events. Thus, the Spanish Civil War lends topical interest to the eighteenth-century view of Malaga, and to the drawing of a seventeenth-century sea-fight off the Spanish coast, with the unusual addition of shore artillery taking part in the action. Again, Rowlandson's record of the launching of a three-decker, in the year before Waterloo, offers points of contrast to a modern launch of a great vessel, such as the "Queen Mary." The other three subjects (Figs. 3, 4, and 6) are of deep interest from the art connoisseur's point of view, as affording data for identifying the work of that famous marine artist, William van de Velde the Elder, notably by comparison with the drawings reproduced on the opposite page (Figs. 1 and 2). Thus in Figs. 3 and 6 are seen groups of people very similar to that on the right in Fig. 1 and those on the left in Fig. 2, while the boats in Fig. 3, with the men aboard them, resemble those in Fig. 1. In Fig. 4 the navigation beacon, with the hill rising behind it to the left, is practically identical with that in Fig. 2, while the manner of shading cliffs and coast is as in Fig. 1.



4. BY WILLIAM VAN DE VELDE THE ELDER: "A BEACH VIEW WITH A NAVIGATING BEACON"—PEN AND WASH;  $2\frac{1}{2}$  BY  $12\frac{1}{2}$  IN. (COMPARE FIGS. 1 AND 2.)



5. BY THOMAS ROWLANDSON (1756-1827): "THE LAUNCH OF H.M.S. 'NELSON,' JULY 4, 1814"—PEN AND WATER-COLOUR;  $9\frac{1}{2}$  BY  $15\frac{1}{2}$  IN.



6. BY WILLIAM VAN DE VELDE THE ELDER: "A GROUP OF NINE FISHERFOLK WITH THREE CHILDREN"—PEN AND WASH;  $5\frac{1}{2}$  BY  $11\frac{1}{2}$  IN. (COMPARE FIGS. 1 AND 2.)



7. BY ARY VAN WANUM (c. 1735-1780): "A VIEW OF MALAGA"—BRUSH AND WASH;  $18\frac{1}{2}$  BY  $27\frac{1}{2}$  IN.; SIGNED A. VAN WANUM. (A SPANISH CITY OF CIVIL WAR FAME AS IT WAS IN THE EIGHTEENTH CENTURY.)



8. SPANISH SCHOOL (?), c. 1620: "A BATTLE BETWEEN SPANISH AND ALGERIAN MEN-OF-WAR, WITH A SPANISH LAND-BATTERY IN ACTION"—BRUSH, PEN AND WASH, ON VELLUM;  $8\frac{1}{2}$  BY  $9\frac{1}{2}$  IN.



# 17TH-CENTURY SOLIDITY; 20TH-CENTURY IMPRESSIONISM—FOR CHICAGO.

REPRODUCTIONS BY COURTESY OF THE ART INSTITUTE OF CHICAGO.



AN OLD MASTER ACQUIRED BY THE ART INSTITUTE OF CHICAGO: "THE MAID SERVANT," AN EARLY WORK BY VELAZQUEZ; PROBABLY DATING FROM 1620.



A NOTABLE MODERN WORK ACQUIRED BY THE ART INSTITUTE OF CHICAGO: "AT THE THEATRE," BY DIETZ EDZARD, A GERMAN PAINTER WORKING IN PARIS.

We reproduce here two of a group of paintings recently acquired by the Art Institute of Chicago. Above is seen an early Velázquez genre painting which is assigned to the year 1620. Velázquez would then have been about twenty-one and still working at Seville under his teacher, Pacheco. He visited Madrid for the first time in 1622; and his meeting with Rubens and his visit to Italy came even later. In strong contrast with the three-dimensional solidity of

Velázquez is the decorative and impressionistic art of Dietz Edzard, a modern German painter who was born in 1893. During the Great War he served on the Western and on the Russian Front (where he met the art critic Meier-Graefe). His first important exhibition in Berlin in 1916 was a great success. After the war he lived in Amsterdam, and, later, in Paris. An exhibition of his paintings was held at the Leicester Galleries in London in 1935.





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# FINANCE AND INVESTMENT.

By HARTLEY WITHERS.

## INTEREST AND DIVIDENDS.

DISCUSSION still goes on concerning the probable future of interest rates and the extent to which any change in the prospect for them will affect the expectation of dividends on high-class industrial shares—that is to say, on the prices at which the public will be prepared to buy them. As usual, in these days of sensational journalism and a public easily susceptible to its influence, the big fall that took place in the gilt-edged market on Mr. Chamberlain's announcement of his potential £1,500,000,000 rearmament programme, received an amount of attention that was rather greater than it merited. As compared with the long-continued recovery that preceded and went on after the War Loan conversion, it was not really such an alarming portent. Inconvenient it certainly was to speculators who had been backing the view that British credit was on its way back to a 2½ per cent. basis, and that Consols were therefore bound for par; but to infer from it that owing to Governmental borrowing, combined with active trade and higher commodity prices, a completely new adjustment was required of current views about interest rates and therefore about the probable prices of leading industrial shares, was, perhaps, to attach to it more significance than was necessary—especially when some writers began to talk about 4 per cent. as the price that the Government may have to pay for borrowed money at the later stages of its five-year programme. An addition during five years of £400 millions to a debt that amounts to about £8,000 millions does not seem to be sufficient to call for any very violent readjustment in views about the prices of Government obligations. As Mr. Chamberlain pointed out in one of his speeches in Parliament when his proposals were being debated, the average addition to our debt in each year of the period which they will cover, amounts to very little more than the annual sum that has been saved in the cost of the debt charge by the War Loan and other conversions.

## INTEREST RATES AND COMMODITY PRICES.

If public opinion has been needlessly alarmed about the effect on prices of Government stocks of the expected addition to their number by the rearmament programme, it also seems that undue importance in this connection may have been attached to the rise in commodity prices, actual and expected, and the greater activity in trade which there is every reason to anticipate. How far the rise in commodity prices is likely to go is a matter on which it would be dangerous to dogmatise; but with regard to most of the base metals and other raw materials of industry, expectations of a rocketing advance are hardly justified. As to copper, we are already told that its recent rise, which hardly brought it up to the level that used to be regarded as normal in pre-war days, had brought into action what economists call the "law of substitution," and that aluminium was being used as an alternative; also that supplies of scrap copper, long worthless, were being furbished up and brought to life again, and finally that the high-cost producers, that had been idle as long as the price of the metal made their working prohibitive, were girding their loins for a fresh spell of activity. In the case of practically all the other metals, these reliefs are available to come to the rescue if anything like acute scarcity should be developed; and it was noticeable that the many speculators who were busy in the metal markets during the recent flutter did not seem to regard it as a hunting ground in which it was advisable to follow a long trail, but took

profits quickly when seen. For these reasons, there seems to be more likelihood of a steady market for materials at or slightly above the present level than of an advance sufficient to strain the resources of the money market to a point at which the long-term interest rate would be affected. And a steady market for commodities at this level is much more desirable, not only in the interests of consumers, but also of producers and of all the business world. The present level gives the well-organised producers a chance of earning good profits as long as a large output can be disposed of; and this is much more likely if supplies can be obtained at a reasonable price than if consumers are checked by violent upward fluctuations, probably

securities, which then consisted almost entirely of the 3 per cent. Consols, showed remarkable steadiness between 3 and 3½ per cent., having fluctuated between these points for a full half-century, in spite of constantly recurring crises in trade and finance, and much wider movements in Bank Rate. It is therefore sometimes argued that this is perhaps the natural rate for British credit, and that in these times, when monetary management gives the Government much greater power over the rate of interest, it ought to be possible to establish British credit on a still finer basis, perhaps between 2½ and 3 per cent. Against this contention, its opponents can produce a strong argument—namely, the much higher rate of income tax that is now imposed. How much weight has this fact? Are investors able to carry out a sort of sit-down strike, and say that unless they can buy Government securities at prices that will give them a net yield of, let us say, 3 per cent. after allowing for deduction of income tax, they will refuse to buy them? From the investors' point of view, it would be pleasant if they really had this power; but it will not do to be too sure that they have it. For if they try this system of passive resistance, it is difficult to see what use they can make of their savings. At the time when Consols were stabilised at 3 per cent. to 3½ per cent., British capital was being poured out all over the world, while to-day there is much less outlet for it, even if, after a series of foreign defaults and compositions, it were anxious to go abroad. On the whole, the probabilities seem to be in favour of the investor being obliged to take what he can get.

## READJUSTMENT IN EQUITIES.

Those who have been telling us that a higher rate of interest on fixed-interest stocks has come to stay, have also been insisting that the prices of good industrial shares must also be readjusted so as to give a substantially higher yield to the buyer. They have been good enough to furnish lists of the leading industrials, with yields at current prices, and the levels to which they will have to decline before the public

will be induced once more to regard them with favour as investments. But this point of view ignores the very important difference between fixed-interest stocks and the shares which give their holders the final stake in the fortunes of the best British companies. These shares are habitually, and quite properly, valued in the market not only on the basis of the dividends that they pay, but also on that of the earning power that is behind them. If a company is earning 10 per cent. on its ordinary shares, and only distributing 5 per cent., it would be absurd to treat the shares as merely a 5 per cent. investment—they would certainly stand in the list at a price which would allow for the extra earning power that is constantly being used for the development of the business. This principle is perfectly sound, and only becomes dangerous when, as happened in New York at the time of its rampant boom, investors and speculators begin to value shares on the basis not of current

earnings now behind them, but on that of the earnings that may be expected or imagined to be going to be behind them in five or ten years' time, on the assumption that earnings are going to expand continually. When arithmetic of this kind comes into play, there is no limit to the prices which fancy may dictate as appropriate to the market's most popular gambles. But, in reason, and with due regard to the actual facts of the case, earning power behind good ordinary shares is a factor that has to be taken into consideration quite as much as the actual yield on them from dividends; and it is the application of this principle that has lately so greatly narrowed the difference between the yields on gilt-edged and equity securities.



A FAMOUS WELSH BRIDGE TO BE RECONSTRUCTED AT A COST OF OVER £200,000: TELFORD'S STRUCTURE SPANNING THE MENAI STRAITS.

Mr. Hore-Belisha, the Minister of Transport, stated in the House of Commons on February 24 that it was proposed to reconstruct the Menai Bridge at an estimated cost of £228,000, so as to enable it to carry the full traffic of the district, and, at the same time, to maintain the essential features of Telford's design. He said that there was no hope of tolls being abolished at the moment.



LENGTHENING A BRITISH LINER TO INCREASE HER SPEED: THE "ARUNDEL CASTLE," AS SHE APPEARED AT BELFAST, WHILE THE WORK OF GIVING HER NEW ENGINES AND ADDING SOME 25 FT. TO HER BOW WAS IN PROGRESS.

The lengthening of the "Arundel Castle" by some twenty-five feet is an unusual shipbuilding feat. At the same time, the liner is being re-engined. The result of these alterations will be to increase her speed, allowing her to make the trip to Cape Town in 13½ (instead of 16½) days, as is now being done by the "Sterling Castle" and the "Athlone Castle."

followed by reactions which will make those who have bought at the upper levels feel foolish and oblige them to write off losses. Critics of the capitalist system are on firm ground when they point out, as one of its weaknesses, the big fluctuations in prices, and the consequent crises and losses, that have marked its history during the first century of its most active existence. Recent developments, in the form of co-operation among producers, have tended to flatten these fluctuations out.

## TAXATION AS AN INFLUENCE.

It must also be remembered that during what may be called a normal period of business development in the nineteenth century, the rate on Government



# This England . . .



*Looking over Chipping Campden, Glos.*

WHEN the great meeting of Saxon Kings was held at Chepyng Campedene (or so says Robert de Brunne) it was surely under a sky such as this. More woods there were, and nothing you would call a road, but the gentle hills, the scent of wet soil and the tang of upland air were the same. There is little real change in our England except a slow maturing. And we like that, in our men and our methods, our buildings and our beer. So in Gloucestershire as elsewhere, Worthington is held to be, if not of Saxon origin, at least old enough by a century or so to be esteemed of Englishmen.





NOTES FOR THE NOVEL-READER:  
FICTION OF THE MONTH.

ARTHUR CALDER-MARSHALL'S established reputation as a novelist will be enhanced by "Pie in the Sky," which is a further demonstration of his gift for disentangling the effective impulses of men and women from the confusion of their perceptions. He does for his people what few of us are able to do for ourselves, interpreting them with a detachment and sincerity beyond praise. An exposition of his method is put into the mouth of the journalist, Fenner Yorke. "I'm not so interested in single lives," says Fenner, outlining his first novel, "but the pattern that many single lives make together. . . . You know, a wire cable is made of a lot of strands twisted together. What I want to do is to show the strands interrelated."

The Yorke family, father and sons, the unemployed workman discharged from their factory, and his wife and daughter, the London Communist group, and above all the woman Wynne, are living characters, the threads of their lives running below the surface of the existing social order. They are set fast in its fabric, hapless poor folk struggling with misfortune, or their protagonists, who are callous, or cruel, or simply insensitive because they are blindly self-seeking. That is why "Pie in the Sky" is an absorbing book, and one no thinking person will read without admiration, or reflect upon with complacency.

Other new novels besides Mr. Calder-Marshall's have a certain sociological interest: this month's list is full of them. Storm Jameson's "Delicate Monster" is a ruthless exposure of the mental undercurrents in two unpleasant women. The sharp-witted Fanny relates her friend's story, and in doing it discloses herself. Fanny's neurotic temperament is attributable to a childhood dominated by parents who quarrelled continuously with an insane bitterness. She is merciless to Victoria, and, for that matter, to anyone who

comes within range of her malicious intelligence. She strips their pretensions to the bone. "Can I be an egoist?" cries Fanny at the last. It is the art with which Miss Jameson has devised she shall answer her own question that stamps "Delicate Monster" as a novel of distinction.

In "Fighting Angel," Pearl Buck approaches her subject in a very different way; but then, the subject is very different

him as a man who never belonged to the common world. From the moment the call came to him he lived for it, and it only. It was a flame kindled and fanned by the Puritan Americans, whose rigid tenets were handed down to a family of hot-gospellers. Andrew carried it to China, preaching, baptising, journeying ceaselessly up and down the missionary field. To such a man the body was nothing, and death when it came only a slipping out of it into being what he always was, a spirit. Mrs. Buck's Chinese setting is, as usual, incomparable; and to have traversed the same ground twice over successfully in this book and "The Exile" is in itself an achievement.

Helen Ashton's "People in Cages" is played out in an afternoon at the Zoo. She is a novelist too expert to be handicapped by limitations of time and place; and although coincidences are over-frequent, her drama moves impressively. She makes the point, of course, that human beings are as much caged by temperament and circumstance as the beasts in the Zoo by iron bars. If, reading "People in Cages," it is impossible to avoid the repulsion common to persons who hate the thought of wild creatures in captivity, it is equally impossible to withhold pity for her characters, reacting upon each other through a crowded, stifling July afternoon. At one extreme there is the mother who hides a mortal illness from her son and touches the heights of sacrifice. At the other there is the defaulting financier, who twists and dodges, shadowed by the man from Scotland Yard; between them Miss Ashton has poised a conflict between two young lovers, and mercifully composed it with a happy ending.

It is years since Michael Sadleir produced a novel. "These Foolish Things" is worth waiting for, and of much more consequence than the title suggests. It is a romance, sad and beautiful, enclosing a young man's sentimental experiences before he met the love of his life. Sally was Nicholas's true love and he hers. Their happiness was intense while it lasted, but it was all too brief. In the prologue Sally is discovered embarking at Cherbourg to sail away for ever, and Nicholas standing desolate on the quay. He goes back to the hotel and sits down to write what she

[Continued on page 416.]



ONE OF LONDON'S BIGGEST AND MOST FAMOUS CLOCKS DWARFING THE MEN AT WORK ON ITS FACE: THE CLEANING AND REPAIRING OF ST. PAUL'S "BIG TOM."

too. The sub-title is "The Portrait of a Soul"; and that is what it is, of a pilgrim soul happy in its devoted purpose and indifferent to everything outside it. We have not forgotten "The Exile," and the price Carie and her children paid for Andrew's militant evangelism. His daughter, setting down the record of his long life in after years, sees



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# Of Interest to Women.



## Simple Suits and Frocks.

It is of simple suits and frocks that women are thinking, since Easter is within measurable distance. Those pictured here may be seen at Harrods, Knightsbridge. At the top of the page on the left is a blue and white fancy linen dress relieved with a fine red line; it is seven guineas, and so is the frock at the base of the page on the right. The fabricating medium is a new material that suggests linen tweed; all the little gadgets present have a flattering effect on the figure. The suit on the right consists of a coat and skirt in tweed with a hairy surface, while the blouse is of printed fancy silk; of it one may become the possessor for eight guineas. These garments may be seen in the Sports Wear Department, while the coat and skirt below on the left may be seen in the Younger Set Suit Department. It has a plain skirt and check coat showing a new tweed weave, and the cost is 6½ guineas. Here is to be seen a variety of tailored coats and skirts for 5½ guineas, while ensembles consisting of coats and dresses are 9½ guineas.



## The Accepted Silhouette.

It is a modified Empire waistline that is present in many of the evening dresses, although it must not for a moment be imagined that the normal line has passed away. Corsages are draped and frequently reinforced with tunic basques; epaulettes often appear on the shoulders, thereby imparting a square effect. Generally speaking, skirts clear the ground. Those destined to be seen at formal functions, however, have a slight train, which springs from the dress a few inches above the knees. It may be finely pleated; in this case, when it spreads it takes the shape of a fan. It is only Court trains that fall from the shoulder.

## Foundation Garments.

It was at Harrods that a special demonstration was recently staged of the "Le Gant" Corsets, stress being laid on the importance of these garments, as they not only support but protect the figure in a hygienic and scientific manner. They are made of "Youthlastic," a fabric which controls like cloth, has the strength and elasticity of human muscles and the soft, easy stretch of the human skin. Model Y3130 has much to be said in its favour, as it is a Corsetette giving perfect figure-control, with smooth seamless hips and a satin front panel woven with Lastex Yarn to prevent creasing. The bust sections are of strong lace. It is three and a half guineas; there are others from a guinea.

## Keeping Fit.

It is really impossible to keep fit unless one is properly dressed, and that also signifies that the corsets must be correct. "Le Gant," appreciating this fact, have created certain models which never handicap the movements of the sports and health enthusiast, neither is there any undue pressure. Warmly to be recommended are the belts of figured net, woven with Lastex Yarn and with satin front panels, and there are others which have lace on the hips. Of brassières there is an infinite variety, including something for every shape of bust, full details of which may be gleaned from the interesting brochure.

## Swallow-tail Coats.

Tailored suits, no matter whether they are expressed in knit-wear, tweed or bouclés, have original backs, which are remarkably flattering to the figure. There is the swallow-tail, which moulds the hips perfectly; the "double-spade," which is rather loose at the sides; the swing-back and the square. The latter introduces the vogue for the "box" note, and there are four lengths which are equally modish—finger-tip, hip, three-quarter, and full. The shoulders are usually slightly stiffened. A fashion of to-morrow rather than to-day is the Savile Row rever; it comes from the shoulder, crosses over and terminates at the second button of a double-breasted coat. This line is warmly to be recommended to the woman who is not so slender. Skirts for daytime wear are either very straight or definitely flared.







**T**HREE-QUARTER length coat in an attractive flecked tweed. The double-breasted neck closing and novel pockets are attractive features. In mixtures of navy, beige, brown, and a good range of Spring Shades and three fittings. 6 gns.

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## Spring Resolutions

*Resolved:* I'll cleanse, I'll tone, I'll soothe. Happy the face whose owner celebrates the arrival of Spring—a season when every woman puts her best foot forward — with these three salutary resolutions, thus safeguarding the essential background of loveliness. For cleansing, Elizabeth Arden recommends her Venetian Cleansing Cream (to be used regularly, night and morning). For toning, Ardena Skin Tonic and Venetian Special Astringent. For softening and nourishing, Velva Cream or Orange Skin Food with Venetian Muscle Oil. *Resolved,* moreover, that I will use an Ardena Patter—not fall into the bad habit of *rubbing* my face with my hands!

**Venetian Cleansing Cream**, a light liquefying cream which dissolves and dislodges all impurities, 4/6 to 22/6.

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**Ardena Velva Cream**, a nourishing cream, non-fattening; suitable for normal and super-sensitive skins, 4/6 to 22/6

**Orange Skin Food**, for rebuilding impoverished tissues, preventing wrinkles and flabbiness, filling out hollows, 4/6 to 35/-.

**Venetian Muscle Oil**, a rich nourishing oil for restoring vitality to the facial muscles; to be applied over Velva Cream or Orange Skin Food, 4/6 to 50/-.

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**NOTES FOR THE NOVEL-READER.**—(Continued from page 412.)

has wished to know and he to tell her—the tale of his first more foolish emotional adventures, distinguished in the telling by Mr. Sadleir's sure and delicate craftsmanship. An equally fine appreciation of youth and love comes through in Mrs. J. L. Garvin's "Child of Light," another romance that is staged mainly in a foreign setting. Mariella Buckland lived in Chelsea when she was a child, but Elvira, her mother, and Céline, the maid, were truly exotic; and Mariella herself is for the greater part of the story the unhappy wife of an aristocratic French libertine. The charm of "Child of Light," with its vision of mystical piety, is great. Every figure in it remains memorable, and Mrs. Garvin's humour is as intuitive and spontaneous as her sympathy.

"Famine," by Liam O'Flaherty, and "The Making of a Hero," by Nicholas Ostrovski, combine political bias with compassion for the underdog. Ostrovski carries his heroic boy, Paul, through the Tsarist tyranny and the war on the Russian front into the triumph of the Revolution. Mr. O'Flaherty, having spared no horror of the Irish famine, leaves his hapless peasants in their extremity. Ostrovski's recent death has robbed Russian literature of a writer of promise, and it is noteworthy that the Soviet Government have honoured him for the tribute he paid in "The Making of a Hero" to the courage and enthusiasm of the revolutionary generation.

"The Great and the Goods" is one of Ivor Brown's lively satires, being the astonishing history of Dr. Edgar Strongitharm Chirrup, who conceived the magnificent project of specialising in the Technique of Triumphant Living. The more apparently hopeless the human material, the more confidently the Doctor applied his invigorating principles. So it was thus he tackled Miss Constantia Bludgore, the secretary of the Beauty in Life League, and in general estimation a confounded nuisance. "Herself she may not beautify," said Chirrup, revolted by her pestering and her ugliness, "but others she may." Whereupon he diverted Constantia from publicity and secreted her behind the scenes in a Beauty Parlour, where her craze for country rambles and wilting wild flowers was turned to his personal profit in mud-baths and herbal essences for "that admirable animal, the Young Woman of To-day." Whether the Doctor's clients were politicians or critics, pastoral poets or financiers, or merely the common crank, he led them ecstatically Upward and Onward, and in inculcating Greatness delivered to them the Goods. Mr. Ivor Brown's satire is a rich entertainment, and you will delight to observe how neatly he tips his shafts of nonsense with philosophy.

Donald Macpherson's "Men Are Like Animals" is a sensational affair, based on the conception of an electrical thought-machine that could be operated from a distance on humans and animals alike. Olive, who will be

remembered as the clever young woman in "Go Home, Unicorn," had smuggled it out of Germany into Canada. She was on the war-path after Mary and Reggie Brooks, but they knew their Olive, and as soon as the disturbing manifestations at Willow Point gathered force they surmised shrewdly what and whom they were up against, and planned their line of resistance accordingly. It was lucky for them that Reggie had made a special study of electric and other reactions of the brain, for life and reason were in jeopardy with Olive experimenting at her diabolical switchboard. The shocks they received and countered are communicated to the reader in this truly hair-raising novel, and Mr. Macpherson's writing, in particular the description of the Thousand Islands, is as stimulating as his ingenious plot.

"There's Trouble Brewing," by Nicholas Blake, is an excellent murder story. The chemistry is possibly a little fishy, but the general effect is convincing. It frames a vindictive man who revelled in the power over timorous persons with which his personality invested him. It is very true that maniacal persecution may develop out of frustrated vanity; and this is what needs to be borne in mind as Eustace Bennett's peculiar form of self-expression degenerates from threats and minor cruelties to homicide and the ultimate extinction of his sanity. The atmosphere of a small provincial town is cleverly employed to heighten the excitement of the hue and cry. "There's Trouble Brewing" is a good example of the attention contemporary crime novelists are devoting to the psychological factor, and the rational use they make of it in building up popular thrillers.

"War on Saturday Week," by Ruth Adam, is by a new author; and so is "The Devil's Finger," by A. A. Irvine. Forecasts of the next war have been too plentiful in fiction lately, and we are unable to believe, as Miss Adam intends us to believe, that it will be welcomed by the average citizen. She divides the pacifist sheep from the jingoistic goats to her own satisfaction, and lays a justifiable

emphasis on the terror to come; but for propagandist purposes she has conveniently ignored the complexity of international problems. Mr. Irvine's Eastern romance comes nearer to realities; for one thing, despotism changes its methods, but not its intentions, down the ages. His story of love and battle and intrigue in a Rajput State four hundred years ago has insight as well as colourful imagination, and is a model of its kind.

**"GEORGE AND MARGARET," AT WYNDHAM'S.**

"WELL-MADE" plays have gone out of fashion. Tchekhov has so influenced our younger dramatists that character is everything nowadays; plot nothing. In this, his first play, Mr. Gerald Savory makes no pretence at a plot; instead, he gives us a middle-class father, mother, two brothers, a daughter, and a maid, such as might be found in any suburban home. Beyond the fact that the rather pompous elder brother makes a half-hearted attempt to seduce the servant-maid, and eventually marries her, nothing in the way of drama happens. The very title indicates how inconsequential the play is. "George and Margaret," though always expected, never actually appear. The author displays originality in presenting a father of a family who is not senile. Nor is he half-witted. He moons about the house, trying to read his newspaper, but he cocks a very knowing ear to the conversation going on around him. In the modern idiom, he may look dumb, but he isn't deaf. The comedy is particularly well cast; but Mr. Noel Howlett contrives to stand out as the father. None of the characters is exaggerated. Miss Ann Casson, for example, plays a maid who does not suffer from adenoids. She "sniffs" occasionally while laying the breakfast-table at the rise of the curtain, but an attempted seduction during the night excuses that. Miss Joyce Barbour is perfect as the modern, human mother. Nothing shocks her, though she is pardonably annoyed when her children "snitch" her breakfast sausage from her plate. Mr. Nigel Patrick is a delightfully casual, though well-intentioned, son. Miss Jane Baxter is the sort of sister any nice brother would delight to introduce to his best friend. Miss Irene Handl has one of those parts that come to an actress once in a lifetime. She has nothing to say, but her every appearance convulses the audience. This is the brightest and most natural comedy seen on the West End stage for a long time.

**BOOKS REVIEWED.**

- Pie in the Sky. By Arthur Calder-Marshall. (Cape; 8s. 6d.)  
 Delicate Monster. By Storm Jameson. (Nicholson and Watson; 5s.)  
 Fighting Angel. By Pearl Buck. (Methuen; 7s. 6d.)  
 People in Cages. By Helen Ashton. (Collins; 7s. 6d.)  
 These Foolish Things. By Michael Sadleir. (Constable; 7s. 6d.)  
 Child of Light. By Mrs. J. L. Garvin. (Cape; 7s. 6d.)  
 Famine. By Liam O'Flaherty. (Gollancz; 8s. 6d.)  
 The Making of a Hero. By Nicholas Ostrovski. (Secker and Warburg; 8s. 6d.)  
 The Great and the Goods. By Ivor Brown. (Hamish Hamilton; 7s. 6d.)  
 Men Are Like Animals. By Donald Macpherson. (Faber and Faber; 7s. 6d.)  
 There's Trouble Brewing. By Nicholas Blake. (Collins; 7s. 6d.)  
 War on Saturday Week. By Ruth Adam. (Chapman and Hall; 7s. 6d.)  
 The Devil's Finger. By A. A. Irvine. (Murray; 7s. 6d.)

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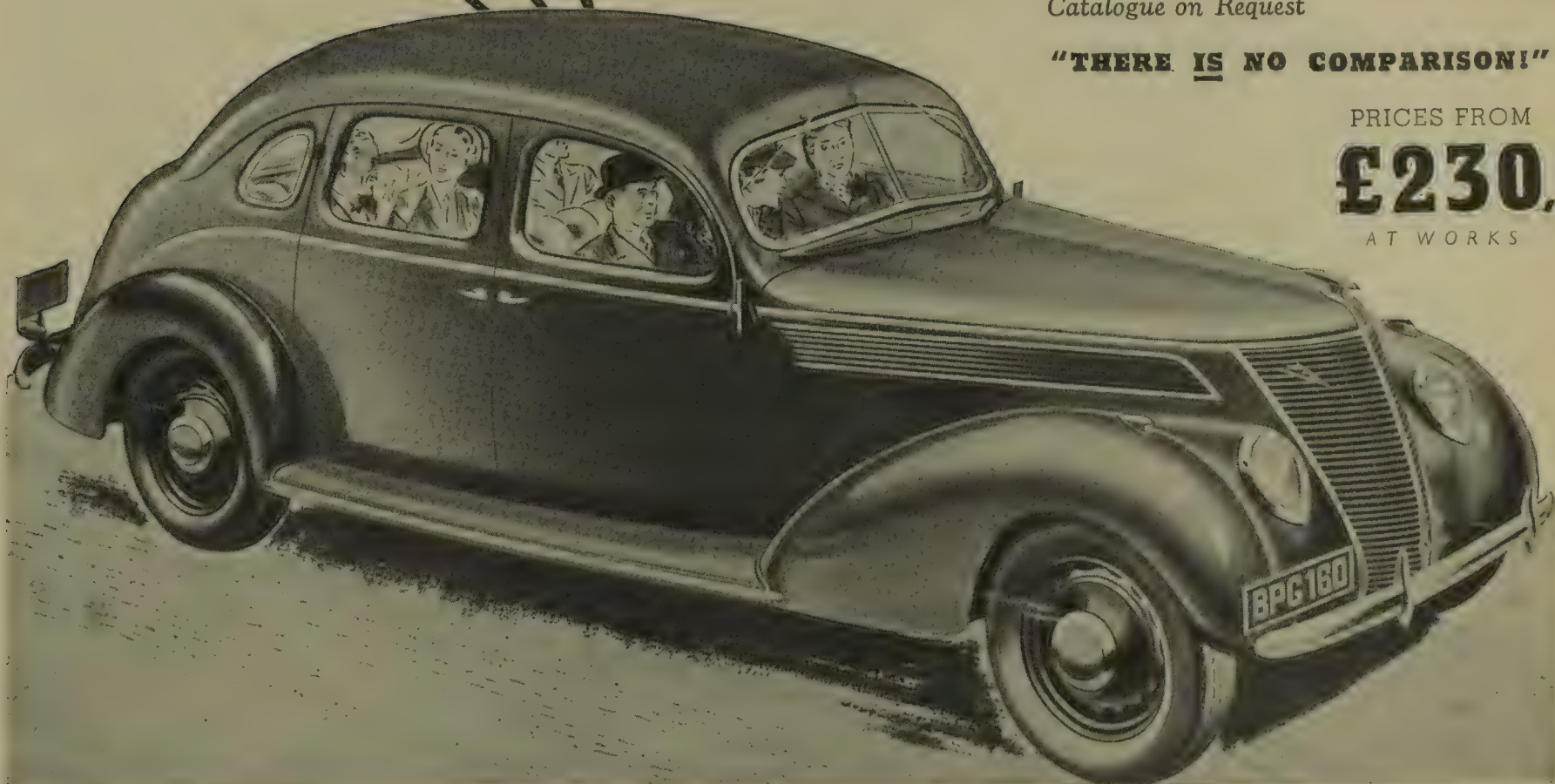
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AT WORKS





## THE CHRONICLE OF THE CAR.

By H. THORNTON RUTTER.

WHILE non-splintering glass is compulsory on all cars with front wind-screens, there are quite a number of vehicles which fit Triplex safety glass as standard, and did so for a considerable



AT ONE OF THE MANY WINTER SPORTS CENTRES IN THE BERNESE OBERLAND AND ENGADINE WHICH ARE EASILY ACCESSIBLE BY CAR FROM ENGLAND: A HUMBER "SNIPE" AMIDST THE SWISS SNOWS IN KANDERSTEG.

period before safety glass became a compulsory equipment; these are: Alvis, Austin, Armstrong-Siddeley, Crossley, Fraser Nash, Hillman, Humber, Lagonda, M.G., Morgan, Morris, Riley, Rover, Standard Sunbeam, Talbot, Triumph, Vauxhall, and Wolseley. The last-mentioned firm, by the way, have just introduced a new 18-80-h.p. Wolseley model. Rated at 18 h.p., the six-cylinder engine develops 80 b.h.p., and

is stated to be very flexible and efficient. The car is fitted with "ride control" and all the other successful Wolseley features, including Dunlop tyres and "Jackall" hydraulic jacks. The saloon is listed at £290, and the saloon de ville, or perhaps "de luxe" would be equally as apt a title, at £320. This new model is expected to fill a demand of the public for a really efficient carriage, with adequate space in its coachwork, for about £300, which is a figure plenty of people seem ready and willing to pay for a car which suits their wants. This Wolseley claims to give that extra "jump off the mark" which popularised higher-rated cars than this, so it should prove a success.

In the near future, I should not be surprised to see "shopping cars for ladies" advertised, as well as general-use vehicles. In the first place, women have a lot of manoeuvring to perform when driving their cars to do the shopping, so that a car with a short wheelbase is much easier for them to handle than one with a long tail; that is why the 8-h.p. and 10-h.p. cars are the most popular, and they are wonderfully roomy as well. If the income will allow two cars, then an "eight" or a "ten" is just the car for one's wife to run, and one can keep a larger car for general use and touring. I have noticed that quite a number of saloons are being purchased with fixed heads, provided with a luggage-rail, instead of the sunshine roof. This is due to the need of sufficient luggage space for a family which requires to take clothes for all sorts of occasions, golf clubs, cricket bags, tennis rackets, and suit-cases. With four people, all playing games and going for good long holidays, using the car as transport, the ordinary luggage-grid and locker will not hold all the impedimenta. The trailer is apt to provoke trouble in regard to speed, so the roof becomes the additional luggage-carrier, and takes us back a decade or two, when landaulettes with the front part of the roof stacked high with trunks were quite a usual sight on English roads during the touring season.

The year 1937 marks the forty-second year of publication of "Photograms of the Year," the annual review of the world's pictorial photographic work. Admirably edited by Mr. F. J. Mortimer, Hon. F.R.P.S., this annual covers an immense amount of ground and faithfully records, in an unbiased manner, the progress made in pictorial photography during the past year. This progress is discussed by the Editor in an illuminating article entitled "The Year's Work." There follow some comments by Mr. C. J. Symes on the pictures reproduced in the volume which are

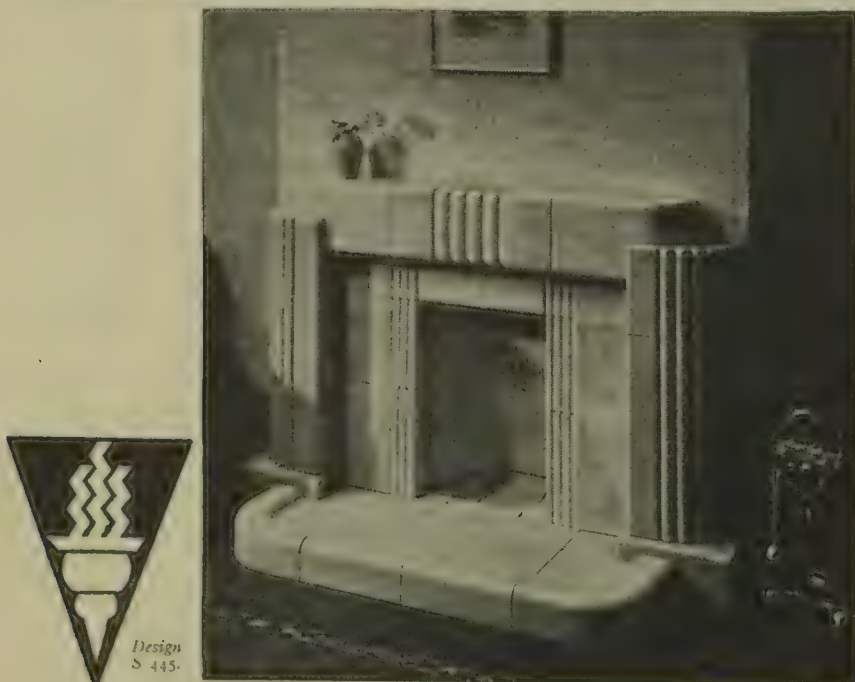
invaluable to amateurs seeking to improve on the artistic value of their own work. Other features include reports on photographic progress in other countries; an excellent map showing the distribution of photographic societies in England and Wales; and a Directory of British Photographic Societies, Photographic Record and Survey Societies, Postal Camera



A CORDIAL GREETING FOR A BRITISH MANUFACTURER AT THE 40TH GERMAN MOTOR SHOW: HERR HITLER SHAKING HANDS WITH LORD AUSTIN.

At the 40th German Motor Show held in Berlin, Herr Hitler warmly welcomed Lord Austin and displayed great interest in the Austin "Seven." This car is a familiar sight on German roads and its success has probably inspired Herr Hitler's appeal to the German motor industry to build a small car for the people.

Clubs and Amateur Cinematograph Societies. "Photograms of the Year," published by Iliffe and Sons, costs 5s. in paper covers, or 7s. 6d. in cloth boards. Postage, 6d. extra.



Design S 445.

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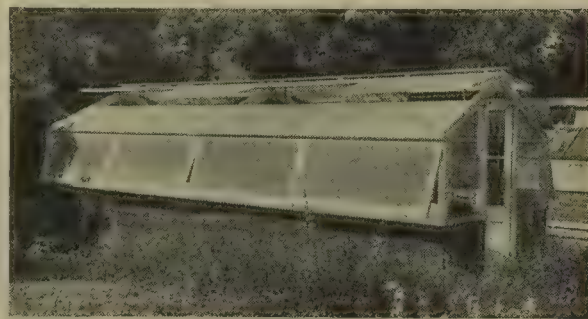
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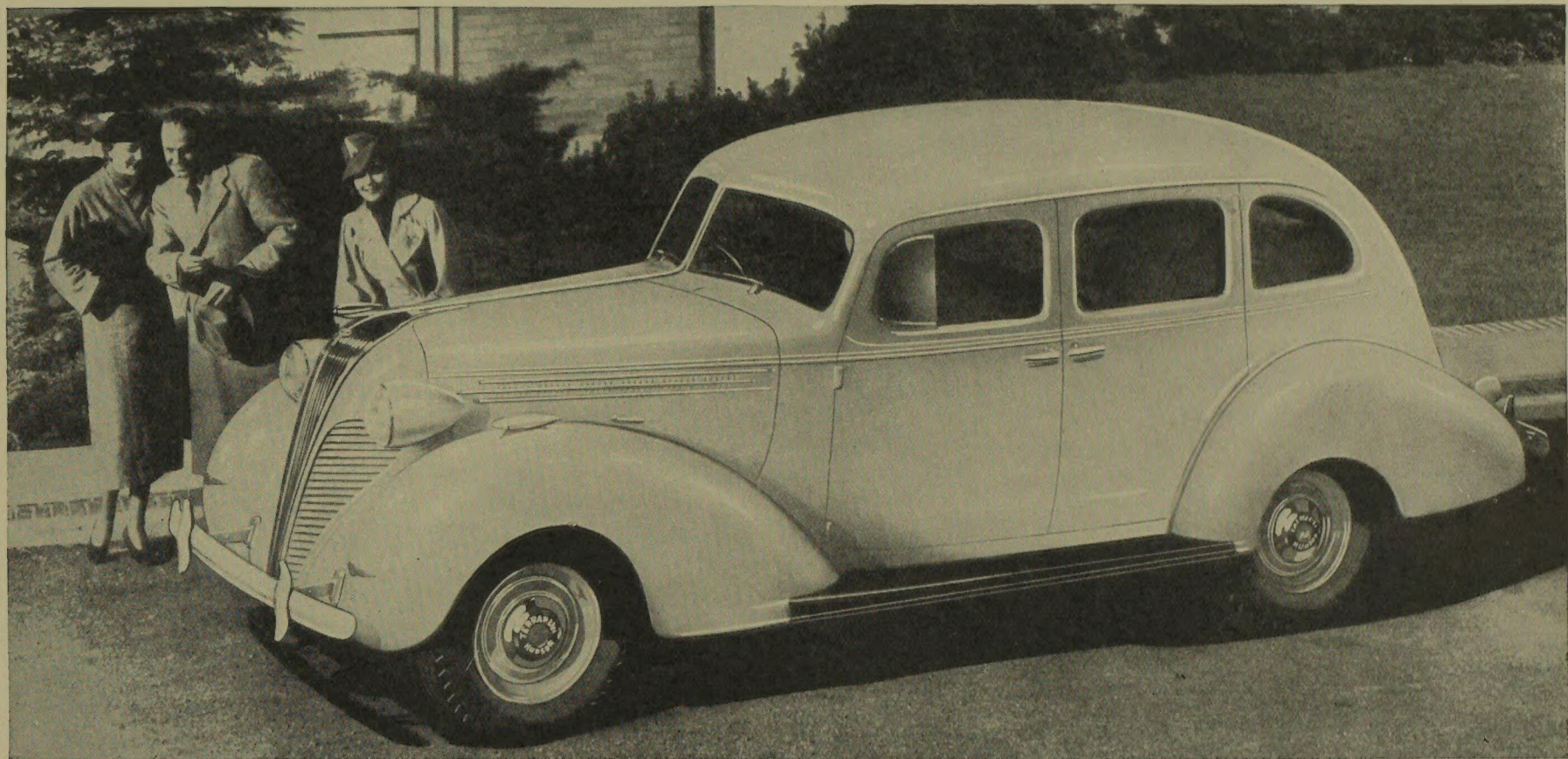


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## UNKNOWN TRIBES DISCOVERED IN CENTRAL PAPUA.

(Continued from page 390.)

Our next objective was a large lake which I had seen earlier in the year when I made an aerial reconnaissance of this country. The lake was reached on Oct. 18. The country, we found, was inhabited by friendly people. Stretching in a north-west and south-east direction for ten miles, surrounded by high mountains, with green, wooded shores and islands, a pleasant climate owing to its altitude of 2600 ft., we thought it was the most beautiful place we had seen. The natives called it Kutubu: we called it Paradise. We remained a week examining the shores in canoes which belonged to the natives. These canoes were single dug-outs with high bluff bows, the biggest attaining a length of 35 ft. Although principally sago-eaters, the natives also cultivated sweet potatoes and bananas, and there were fish in the lake and ducks on its waters.

From the lake we went to the north-east and came into the grass valleys of the central plateau. Densely populated, for Papua, with men who wore large, circular wigs of human hair secured to their own hair with wooden pins, and who showed no fear of strangers, they were a strange contrast to other Papuans. Although we saw a few old steel axes which had been traded through from the coast, we found that these people did not require steel. They had fine stone tomahawks which were sharper than old axes, and with these they made split-wood picket fences round their gardens. Generally these gardens are laid out into a perfect square, and the ground is tilled and heaped into square plots in which are planted sweet potatoes.

The houses were scattered in little groups adjacent to the garden, and for each group there was a square grass sward encircled with graceful casuarina trees. These were dancing-grounds and meeting-places, and as we passed through, men would be waiting with presents of potatoes and sugar-cane. But when we wanted to buy more food with steel goods they would not listen. So we brought out mother-of-pearl shell, and excitement ran high; for the small white cowrie-shell and the mother-of-pearl from coral seas are regarded as wealth by these people, who have never seen or heard of the sea. Pearl necklaces grace our

women: sheeny mother-of-pearl are worn by these savages of Central New Guinea.

For several weeks we journeyed north-east across these grass valleys, each valley separated from the other by a high range rising to 8000 ft. In the Mendi Valley it seemed as if the natives regarded us white men as the spirits of their dead. A man knelt down in front of us, and bending back, raised his hand in the manner of a man going to plunge a dagger in his chest. He shut his eyes as if dead and pointed to the sky, and then asked us something, waiting expectantly for an answer; but we could not understand each other's language. They were fine orators; man after man from the group round our camp got up and made a speech. It went on all day, until darkness dispersed them to their houses. They led us across the wide, grassy Mendi basin, dominated on its eastern side by the high dome of Giluwe, rising to over 13,000 ft.

We saw long, neatly-built houses over 100 yards in length, in which are accommodated visitors who have come to dance; and little shrines in the form of coffins with human skulls showing through a little peephole, but never did any native show us signs of hostility. We went over Mount Giluwe at an altitude of 12,000 ft., and at our camp on its slopes the water froze at night, and in the morning, as we descended into the broad Kagoli Valley, our boots crunched ice which had formed on all the little pools of water. We had now reached the border of Papua and the mandated territory of New Guinea, so we turned down the Kagoli, making our way to the south-east, for the Kagoli is one of the tributaries of the Purari.

In the middle of November we passed out of the grass country to enter wooded mountains, where travelling was difficult and where the population was less, but we were able to buy food from these lowland people with steel, and sago was obtainable in the foothills. On the Tive plateau the natives cook their food in ovens which are hollowed out of logs. These stand two feet high, and hot stones are placed in them at the bottom, then leaves and food, and finally another layer of food on top. These Tive people always went armed with bows and arrows; even boys of ten years of age carried tiny bows. They also wore long tapa-cloth cloaks when the weather was cold.

The Tu River runs between the Tive plateau and another plateau to the south which is called Karimui. These people were so friendly that two men accompanied us to the coast. It is probable that they will enter the police, where they will remain for a year, and then they will be sent back to their homes so that they will be able to tell the others of the white man's government.

After leaving the Karimui plateau we descended rough limestone country to the south, and on Dec. 23 we reached the Purari, where we obtained canoes in which we reached the coast on Dec. 29. Our long absence had given much concern to the authorities, and we arrived just in time to prevent several search-parties from starting out. Even so, an aerial search had been made, but they had not seen us. But the patrol had been accomplished without a life being lost, and no shot had been fired at a human being.

To produce "a complete epitome of the laws of England" in one compact reference volume of 900-odd pages was no light ambition, but the task has been essayed; with as much success, perhaps, as is humanly possible, in "Every Man's Own Lawyer." A Handy Book of the Principles of Law and Equity. By A Barrister. (Technical Press; 15s.) The utility of this well-known work is evidenced by the fact that it is now in its sixty-fourth edition. This new issue for 1937 has been thoroughly revised and enlarged, and embodies the results of recent legislation, together with a concise dictionary of legal terms. The continued flow of fresh legislation, it is pointed out, made revision difficult without greatly increasing the size of the book. Nevertheless, many new laws have been incorporated in outline, including those relating to married women's property, housing and overcrowding, "ribbon" development in building, shop hours, unemployment insurance and education. The section dealing with criminal law has been lengthened, and the Betting and Lotteries Act has been set out with some fulness. One part of the book that will interest many modern readers is that dealing with the Road Traffic Acts, as well as the record of leading decisions in regard to motor insurance.



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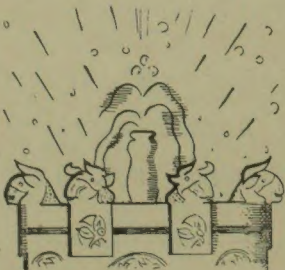
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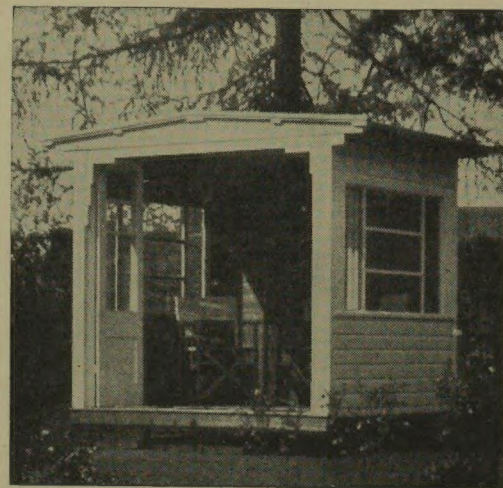
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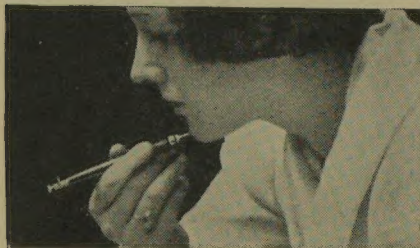
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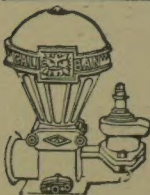
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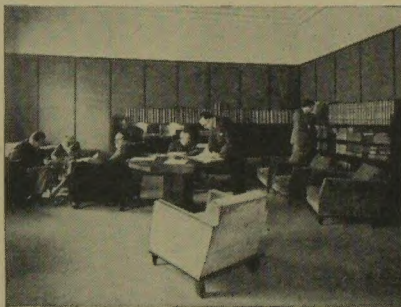
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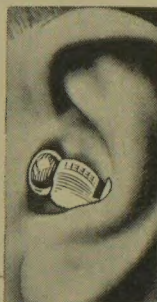
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